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AIRCRAFT AGE IMPACTS ON MAINTENANCE REQUIREMENTS

This study develops methodology, techniques and procedures for evaluation of key cost drivers that are strongly correlated with aircraft population age. Detailed Navy fleet maintenance history records by individual aircraft from the Naval Aviation Logistics Data Analysis (NALDA) system are used to examine Mean Flight Hour Between Failure (MFHBF) and Direct Maintenance Man-hours (DMH) relationships for aircraft production blocks that entered service concurrently. This service year grouping of aircraft is then extended to all aircraft procured in a Type/Model/Series. Results of these analyses, conducted on the F/A-18A/B, F-14A, CH-53E, and E-2C show very consistent age related patterns both at the whole aircraft level and for almost all major subsystems.

Traditional reporting of Reliability and Maintainability and operating costs obscures these age relationships because data is provided on all aircraft operating within a given fiscal year. The reporting aircraft population has a mixture of aircraft of different ages. Often the more recent production aircraft, which are inherently more reliable and sometimes reflect improved reliability and maintainability as the design evolves, fly a disproportionate number of the flight hours.

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AGE IMPACTS ON OPERATING AND SUPPORT COSTS NAVY AIRCRAFT AGE ANALYSIS METHODOLOGY

Prepared for the

27th Annual DoD Cost Analysis Symposium, Operations and Support Costing Workshop

by

NAVAL AVIATION MAINTENANCE OFFICE LOGISTICS ENGINEERING DEPARTMENT RESOURCE ANALYSIS DIVISION

Patuxent River, Maryland

July 1993

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INTRODUCTION

BACKGROUND

Under the current defense environment, decreasing economic resources limit new aircraft acquisition programs. As a consequence the Services will be forced to operate aging aircraft without replacement for many critical missions. The impact of this average age increase upon future Operating and Support (O&S) costs must be assessed properly if the Department of Defense decision makers are to make properly informed downsizing decisions.

The Naval Aviation Maintenance Office, Logistics Engineering Department, Resource Analysis Division, has developed methodology, techniques and procedures for evaluating potential relationships between the age of in-service aircraft and their O&S costs using existing data bases.

The incidence of verified material failures (VF) and the Direct Maintenance Manhours (DMH) expended to correct them are correlated to the aircraft's age during its in-service operational life and are potential indicators of increased O&S Costs.

The Naval Aviation Logistics Data Analysis (NALDA) data bases for Navy and Marine Corp aircraft contain historical operations and maintenance data which can serve as age indicators.

Evaluating a subject aircraft population across fiscal years is the common way that most Reliability and Maintainability data is analyzed. The problem is that in the data set for each fiscal year there is a mix of aircraft with different service ages. This partially obscures underlying trends in the effects of in-service age because the infusion of new aircraft over several-years tends to offset the degradation of the older aircraft. A different approach is to group the subject aircraft according to common delivery date and evaluate the data across in-service years.

METHODOLOGY

SOURCE OF DATA:

Data elements in the current NALDA data bases, for in-service aircraft, were examined for use as indicators of the impact of aging on aircraft maintenance requirements. Verified Failures (VF), Direct Maintenance Manhours (DMH) and Total Flight Hours (FH) were selected as the age indicating data elements.

The following Naval Aviation Logistics Data Analysis (NALDA) data bases for Navy and Marine Corp aircraft contain historical operations and maintenance data:

Fleet Originated Job (FOJ) - (O and I level Maintenance Actions)

Technical Directive Status Accounting (TDSA) - (Modification)

Equipment Condition Analysis (ECA) - (Maintenance Analysis)

The current NALDA FOJ and TDSA data bases contain the data elements necessary to identify the subject aircraft within the population and the ECA data base provides the Flight Hour (FH), Verified Failure (VF) and Direct Maintenance Manhour (DMH) data for age analysis.

SCOPING the aircraft population for Age Analysis:

An aircraft population of homogeneous systems configuration and eight to ten in-service years is optimal for meaningful age analysis. The subject sircraft is first selected by Type/Model/Series (T/M/S) which is identified in the data bases by Type Equipment Code (TEC).

The NALDA TDSA data base provided the current status and configuration of the subject aircraft by Bureau Number (BUNO). The NALDA FOJ data base provided a listing of the actual TECs and BUNOs currently being reported at organizational and intermediate maintenance levels.

The Avionics Installation Plan, published by the Naval Avionics Center, provided aircraft production data. This data lists the Contract Number and date, Quantity of aircraft, inclusive bureau number range and delivery dates for each production group (Block or Lot). This aided in grouping the subject aircraft according to common delivery year for age analysis. An example is shown on Enclosure (1) page 1.

SELECTION PARAMETERS for extracting data from the NALDA ECA system:

The aircraft production groups were defined by inclusive verified Bureau Number sequence. For time frames, Fiscal years are defined by Julian dates. Major aircraft systems (such as airframe, power plant, flight controls, etc.) are defined by Work Unit Codes at the two digit level.

NALDA DATA EXTRACTION

NALDA ECA "710" Flight Activity, Inventory and Utilization reports were run to provide total Flight Hours for the aircraft production groups by fiscal year. NALDA ECA "517" Verified Failure Ranking reports were run to provide verified failure data at the two digit Work Unit Code level for the same production group and fiscal year. These reports were run for each aircraft age group (block, lot). One of these reports was extracted for each production group and fiscal year.

DATA PROCESSING / DATA REDUCTION:

As the reports were produced they were downloaded as ASCII files to Personal Computers (PCs) and imported into spreadsheet format. QUATROPRO was the software used for this processing.

When this was done for each of the aircraft production block/lot and fiscal year data sets, they were filed on linked spreadsheets with common cell addresses.

The Verified Failure (VF) and Direct Maintenance Manhour (DMH) data, extracted from the NALDA ECA "517", Ranking Program - Verified Failure, and "710", Flight Activity - Inventory and Utilization reports, for each production group were compiled in tables by two digit WUC for the time frame beginning with the first Fiscal Year (FY) after production group delivery through the latest fiscal year of available data. An example is shown on Enclosure (1) page 2.

The FY Total Flight Hours, Average Number of Reporting Aircraft, and Total WUC Verified Failure (VF) and Direct Maintenance Manhour (DMH) values were taken from the database VF and DMH spreadsheet tables for each production group. Enclosure (1) page 3 is an example of such a table.

Tables of Mean Flight Hours Between Failures (MFHBF) were derived by dividing the total flight hours by the total failures for each production group and fiscal year. Enclosure (1) page 4 is an example. Similar tables were constructed for Direct Maintenance Manhours per Flight Hour and per Verified Failure (DMH/FH, DMH/VF).

AGE ALIGNED TABLES

To permit more equitable age comparison between production groups, the fiscal years must be expressed in terms of In-service Years beginning with the year of first delivery. To do this, data points were realigned from Fiscal Year to In-service Year. Enclosure (1) page 5 is the table for the H-53E helicopter.

These values were aligned by in-service year to compile Total Flight Hour, Average Reporting Aircraft, VF, and DMH Tables such as Enclosure (1) page 6.

The first fiscal year in which all aircraft in the group were operational was considered as In-service Year One.

Even if data was not available for the early In-service years of the older aircraft, since the delivery year for each of those production groups was known, the in-service year for which data first became available could be deduced.

TABULATED DATA POINTS

From this data, tables of calculated values were constructed for Mean Flight Hours Between Failures (MFHBF), Direct Maintenance Manhours per Flight Hour (DMH/FH), and Direct Maintenance Manhours per Verified Failure (DMH/VF) as shown on Enclosure (1) page 7. The averages of MFHBF, DMH/FH, AND DMH/VF at the total aircraft level and also at the two digit WUC system level were taken for each In-service year of the corresponding production groups. From these reports further tabular and graphic reports, for the total aircraft and each two digit WUC grouping, were generated for subsequent trend analysis. The contribution of the major systems, at the two digit WUC level, to the total aircraft average MFHBF was considered by first ranking the two digit WUCs by total Verified Failures for all production groups. The highest ranking WUCs were selected for more detailed analysis. The WUC ranking for the H-53E helicopter is shown on Enclosure (1) page 8.

TREND LINES ESTABLISHED

A linear regression was performed on the Average MFHBF values to reveal any trends. An example is shown on Enclosure (1) page 9. Based on the results of the linear regression, a constant percentage decrease in predicted MFHBF, DMH/FH, and DMH/VF was calculated by expressing the slope of the predicted trend line as a percent per year.

GRAPHS PLOTTED

The data points from these tables were then plotted according to in-service year for the total aircraft and the selected two digit WUCs to make the comparison charts.

The Average MFHBF, DMH/FH, AND DMH/VF, counting all WUCs for the total aircraft, vs Aircraft Service Life (In-service years) was graphically plotted for all aircraft and for each production block/lot such as on Enclosure (1) page 10. Similar plots were drawn for each major system two-digit Work Unit Code (WUC). Enclosure (1) pages 12 and 13 are the airframe (WUC 11) and Engines (WUC 22) for the H-53E helicopter.

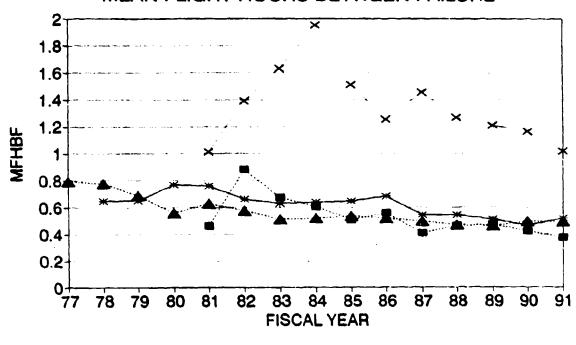
ANALYSIS

At the time this presentation was prepared, age analyses by service year had been performed on four different type model Navy aircraft; the F-14 fighter aircraft, the F/A-18 fighter/attack aircraft, the E-2C electronics warfare aircraft, and the H-53E helicopter. The F-14 and E-2C provided almost 20 years worth of maintenance data while the later F/A-18 and H-53E provided ten years of data. A separate detailed report was written on each of these aircraft. For this presentation the essential findings of those reports have been combined and summarized.

MEAN FLIGHT HOURS BETWEEN FAILURES (MFHBF):

The MFHBF parameter is not only a measure of operational reliability but it is also an indicator of the material costs. Any decrease in MFHBF over time will reflect a corresponding increase in material cost.

AGE COMPARISON OF AIRCRAFT MEAN FLIGHT HOURS BETWEEN FAILURE



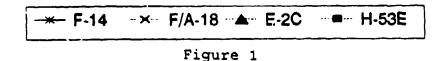
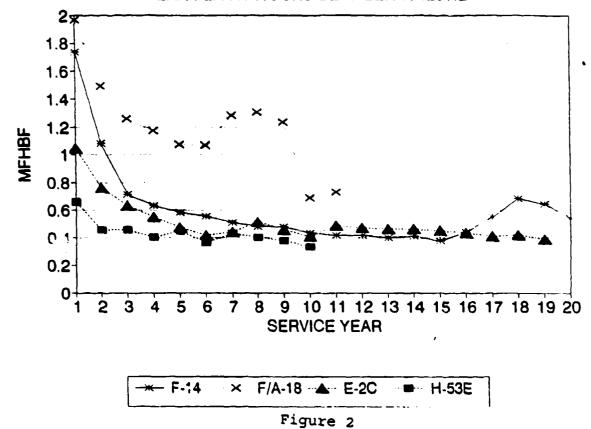


Figure 1 charts the MFHBF for the four subject aircraft Type Models by the traditional fiscal years. The data for this chart was based on total population and all systems. The F-14 and the E-2C have been well established in service by the time useable maintenance data first became available and their MFHBF appears to be stable. The H-53E and the F/A-18 join the others beginning in 1981. The higher reliability of the new technology in the F/A-18 is apparent. Keep in mind that there is a continuing periodic influx of new aircraft being added to the populations during the time frame shown.

AGE COMPARISON OF AIRCRAFT MEAN FLIGHT HOURS BETWEEN FAILURE



charts the same MFHBF data for the same aircraft but aligned by service year. The initial precipitous decline in reliability over the first few years becomes obvious. Then, as the aircraft age, the MFHBF appears to stabilize to a more gradual decline but at a lower level than that shown on the figure 1 fiscal year chart. On the service year chart upward excursions in MFHBF are more apt to indicate scheduled depot level maintenance instead of the influx of new aircraft. This is most noticeable after year six for the F/A-18 which is subject to the Modification, Corrosion And Paint Program (MCAPP) at that time. The F/A-18 data points in the tenth and eleventh year represent nine and one aircraft respectively having reached that age, less than two percent of the population, and which were not subject to MCAPP. The MFHBF increase in the later years of the F-14 appear to be primarily due to the incorporation of major depot level modifications in two of the oldest production blocks. Under service year analysis the patterns of MFHBF of all four Type Model aircraft are very similar and consistent. To be more useful to cost analysts in predicting future O&S costs the change in MFHBF over time needs to be expressed in a more generic form. To accomplish this linear regressions were performed on the preceding charts to reveal any common trends.



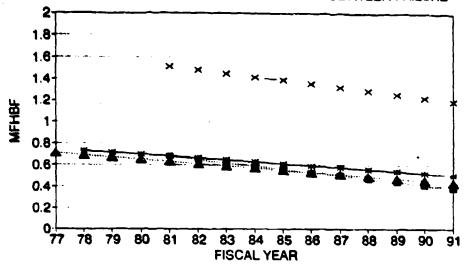
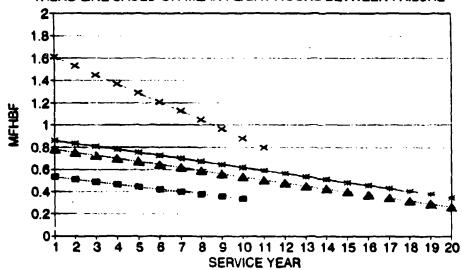


Figure 3

Figure 3 presents the linearly regressed trends of the MFHBF fiscal year chart figure 1. Only a slight decrease in MFHBF over time is apparent. The newer-technology of the F/A-18 appears to give it a higher MFHBF with only a slightly steeper decrease over time. When the regression is applied to the service year MFHBF chart a different picture emerges.

AGE COMPARISON OF AIRCRAFT TREND LINE BASED ON MEAN FLIGHT HOURS BETWEEN FAILURE



--- F-14 ·× F/A-18 · A·· E-2C ··· -- H-53E

Figure 4

Figure 4 shows the MFHBF trends based on service years. Significantly steeper rates of decrease in MFHBF are apparent. Although the F/A-18 starts out with a much higher value of MFHBF it degrades much more rapidly.

DIRECT MAINTENANCE MANHOURS PEF FLIGHT HOUR (DMH/FH):

The DMH/FH parameter is an indicator of O&S labor cost. Although affected to some degree by maintenance management policy and training, DMH/FH it is primarily driven by the material condition of the aircraft which is a major O&S cost driver. The F-14 aircraft was the first subject for age analysis and initially only verified failure data was extracted from NALDA providing only the MFHBF data points. With the F/A-18, H-53E, and E-2C aircraft, direct maintenance manhour data was also extracted providing the additional DMH/FH data points. Any increase in DMH/FH over time will reflect a corresponding increase in labor cost.

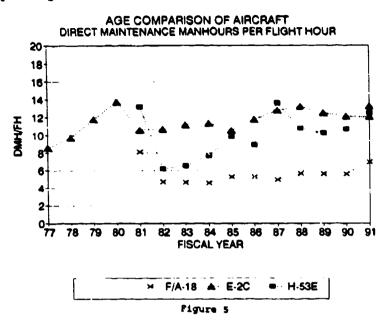


Figure 5 depicts the DMH/FH expended by fiscal years for three of the subject aircraft. When viewed by fiscal year the effects of aging of individual aircraft on maintenance manhours are averaged out. Training and maintenance policy have a more noticeable effect. This is evident by the initial high values for the F/A-18 and H-53E in 1981 when the new models were first introduced to operating units. Only a gradual increase over time can be discerned. For the F/A-18, the values are nearly constant.

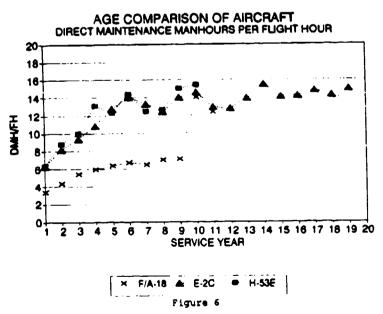


Figure 6 displays the DMH/FH aligned by service year. The effect of age is more apparent. The rate of increase in manhours expended during the early years is significantly higher. Again, as with MFHBF, the F/A-18 data points for service years ten and eleven are the result of the first nine and one aircraft respectively representing less than two percent of the population.



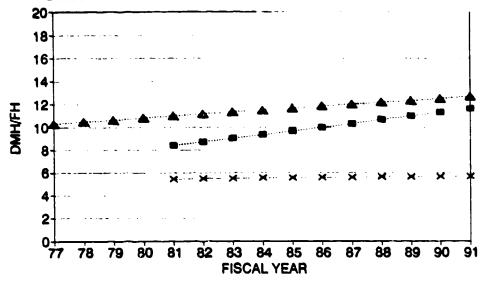
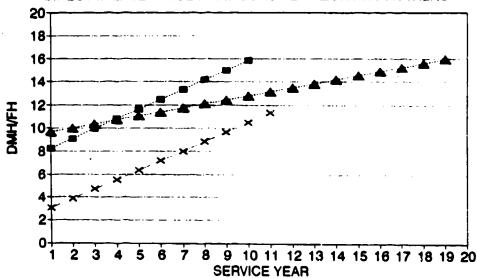


Figure 7 shows the linearly regressed trends of the DMH/FH chart by fiscal year. It confirms the minimal increase in DMH/FH over time for the E-2C and H-53E and the nearly constant rate for the F/A-18.

AGE COMPARISON OF AIRCRAFT DIRECT MAINTENANCE MANHOURS PER FLIGHT HOUR TREND



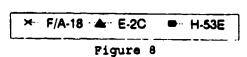


Figure 8 displays the DMH/FH trends when aligned by service year. A truer picture of the effect of aircraft age is revealed. For the E-2C the increase is only slightly higher. It is significantly higher for the H-53E and the F/A-18.

From the trend data the percent change per year of MFHBF and DMH/FH were calculated and tabulated for each of the subject Type Model aircraft. The comparison between fiscal year and service year aircraft age analysis, in terms of percent change per year, is presented below in table 1.

		OMPARISON OF AIR		·
	MFI	BF	DMH	/FH
AIRCRAFT TYPE/MODEL	FISCAL YEAR *	SERVICE YEAR *	FISCAL YEAR *	SERVICE YEAR *
F-14	-2.6	-3.2		
F/A-18	-2.2	-5.0	0.4	27.2
H-53E	-4.4	-4.0	3.8	11.4
E-2C	-3.2	-3.9	1.6	3.3

Table 1.

DIRECT MAINTENANCE MANHOURS PER VERIFIED FAILURE (DMK/VF):

DMH/VF was also considered as an aircraft age parameter. After detailed evaluation it was evident that DMH/VF optimally should tend to a constant value. It is primarily driven by maintenance policy and training factors. Aging factors have a minimal effect on DMH/VF.

CONTRIBUTION OF MAJOR SYSTEMS - TWO DIGIT WORK UNIT CODE (WUC):

Age analysis by service year was also applied to the major systems of each of the subject aircraft. The results were consistent and parallel to that of the aircraft as a whole. With few exceptions, all major systems show the varying degrees of decrease in Average MFHBF over time and corresponding increase in DMH/FH and DMH/VF just as with the total aircraft level.

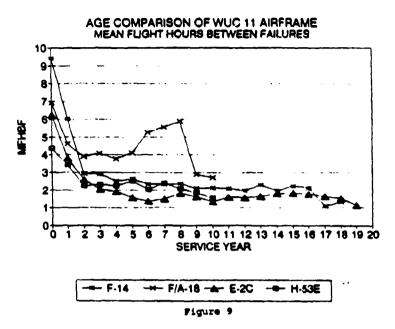


Figure 9 presents MFHBF values for the four subject aircraft for the airframe system, WUC 11. It corresponds closely to the MFHBF aircraft as a whole in figure 2.

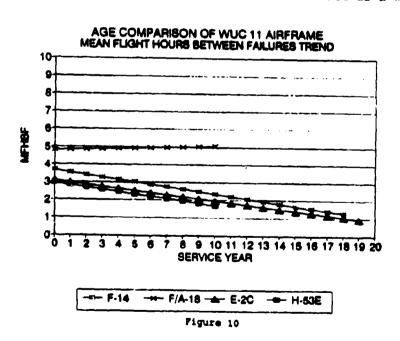
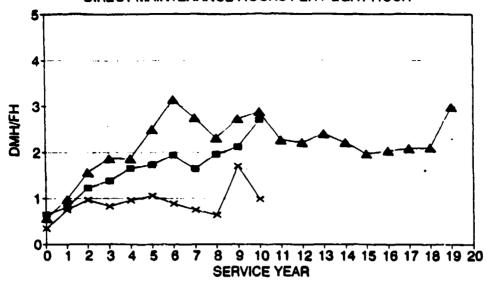
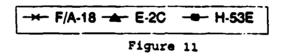


Figure 10 shows the trends of figure 9. Again, it is similar to its whole aircraft counter part in figure 4. An interesting feature here is that, for the F/A-18, the trend for airframe MFHBF is nearly constant which may reflect favorably on the incorporation of composite technology in aircraft structure.

AGE COMPARISON OF WUC 11 AIRFRAME DIRECT MAINTENANCE HOURS PER FLIGHT HOUR





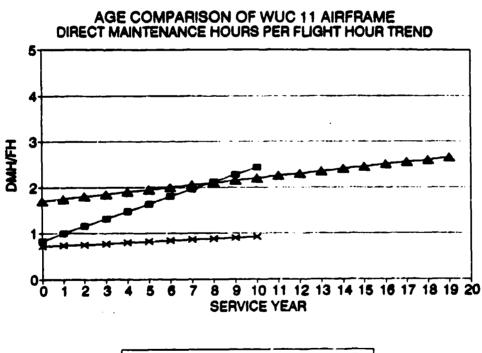


Figure 12

Figures 11 and 12 are the charts of DMH/FH for the airframe system, WUC 11, also similar to their whole aircraft counterparts, figures 6 and 8 respectively. Other examples are found on enclosure (1) pages 12 through 18.

From the trend data the percent change per year of MFHBF and DMH/FH were calculated and tabulated for each major aircraft system two digit WUC. An example for the F/A-18 is shown in table 2.

	K UNIT CODES	FAILURES	MANHOUR	MFHBF	OMH/FH	DMH/VF	
	YSTEMS		1			% CHANGE	
WUC			<u> </u>	PER TEAM	PER YEAR	PEHTEAR	wuc
11	AIRFRAME	186963	686720.0	0.511	2.892	5.729	11
13	LDG GEAR	58930	400218.6	4.888	8.532	1.282	13
14	FLT CNTL	47262	504486.3	-6.240	12.097	1.980	14
24	AUX PP (AIRBORNE)	. 5262	61688.8	-3.798	2.870	-1.005	24
27	F404 ENGINES	20928	179373.9	-6.991	0.595	4.844	27
29	PP INSTLN	13877	104286.1	-7.042	15.889	3.719	29
41	A/COND,PRES,ANTI-KE	19654	130663.4	-7.362	25.151	5.706	41
42	ELECTR PWR SUPPLY	16199	169464.8	-5.915	17.727	3.861	42
44	LIGHTING SYS	19902	102972.6	-5.178	5.491	-0.766	44
45	HYD/PNEUM PWR	8814	74673.7	-10.063	51.779	2.293	45
46	FUEL SYS	21040	236316.9	4.131	13.056	3.470	46
51	INSTR SYS	6434	48484.6	-5.551	27.096	7.623	51
57	INTER GUIDE/FLT CNTL	9068	123804.9	-7.290	26.612	6.900	57
56	IN-FUGHT TEST EQ	6780	71307.5	-5.150	22.115	9.513	58
62	VHF COMM	7228	52602.6	-8.381	57.363	10.237	65
67	COMMAY/IFF INTEGR	9550	61220.8	-2.029	12.596	14.210	67
73	BOMB NAV SYS	15096	228968.2	-1.674	8.122	. 5.610	73
74	WEAPNS CNTL SYS	67481	812334.8	-3.889	11.970	5.506	74
75	WEAPON DELV	39741	106188.6	1.921	-0.454	1.307	75
76	COUNTERMEASURES	12025	102824.2	-0.494	12015	5.712	76

Table 2

Not all of the major systems or components contribute directly to the aging of the aircraft platform. Those that are mission or weapon specific may experience independent aging characteristics not directly related to flight time. Also, modifications to correct existing problems can decrease the incidence of failure while those which introduce new technology subsystems can often increase it.

CONCLUSION

Age analysis by service year revealed a definite decrease in the Average MFHBF and a corresponding increase in DMH/FH and DMH/VF for each of the aircraft analyzed to date. This reflects a corresponding increase in Q&S costs over the life cycle of the aircraft due to more frequent maintenance actions and consumption of repair material as each aircraft gets older. Verified Failure and Direct Maintenance Manhour data normalized by total Flight Hours and averaged for the aircraft in each production block for each in-service year appears to provide a consistent indication of the aging of these aircraft and their major systems. For Navy Aircraft, the data set necessary for such analysis is available in the NALDA ECA data system. DMH as well as MFHBF can serve as significant aircraft aging indicators. The data can be aligned according to in-service age for each production block. The results display a consistent decrease in the Average MFHBF over time for these aircraft. At the two digit WUC level, all major systems show the varying degrees of decrease in Average MFHBF over time just as with the total aircraft level. A pattern that emerges here is that those major systems with initially high Average MFHBF also tend to experience high rates of decrease in those values over time.

In the present economic environment the Defense Services will have to operate aging aircraft without the frequent infusion of new aircraft, as in the past, to temper the real increases in O&S costs. In estimating projected O&S costs for aging aircraft, the percentage increases will be more like those exhibited by the service year cost driver analyses rather than the fiscal year analyses. Age analysis by service year of populations of aircraft, which were procured incrementally over a span of years, reveals truer trends of the O&S cost drivers. The percentage changes derived by age analysis can be applied in more accurately forecasting projected O&S costs for one-time acquisition of new aircraft as well as the continued operation of existing aircraft.

H-53E HELICOPTER PRODUCTION BLOCKS

				TEC	
BLOCK	1ST YR	BUNO RANG	E	AHXD	AHXJ
0	75	159877		1 CH -	
01	82	161179 -	161184	6 CH	
02	82	161252 -	161265	14 CH	
03	83	161381 -	161395	14 CH	1 MH
04	84	161532	161543	12 CH	
05	84	161988 -	162001	14 CH	
06	85	162002	- 162012	11 CH	
07	86	162478	- 162488	11 CH	
08	86	162489	- 162496	8 CH	
09	87	162497	- 162502	4 CH	2 MH
10	88	162503	- 162512		10 MH
11	89	162513	- 162516		4 MH
12	89	162517	- 162526	10 CH	
13	90	163051	- 163058		8 MH
14	90	163059	- 163064	6 CH	
15	91	163065	- 163071		7 MH
16	91	163072	- 163078	7 CH	
17	92	163079	- 163087	9 CH	
	?	163089		1 CH	

VERIFIED FAILURES		•				€.	*		10	eri .	TOTAL
IND M	7	. 7	7	7	7	7	7	7	ī	•	1 - 10
WOOD	184	1386	1300	946	•	476	810	864	1055	1121	874
12 FUOLD COMPT	44	346	101	200	301	184	246	340	343	333	21 37
13 LDGEAR 14 FLT CONTR	61 38	206 177	386	180 237	330 345	146	263 280	301 200	254 233	206 264	2364 2144
IS ROTOR	180	1000	1977	-	737	601	790	1031	963	105	783-
SE ENGINES	44	147	**	138	187	108	227	125	120	111	133
DA AUDI PAVR DA DRAVESCOMAN	47	200E	107	172	120	•	139	181	107	137	1500
ENGINEER DATE	180	478 631	813	949	301	394 446	371 780	838 BCB	422 1000	409	3787 790*
41 AGIPRES	*	43		7	13		11	10	10	11	14
42 ELECT PMR	36	230	100	200	344	200	307	346	410	446	274
44 UQHTING 46 HYD/PHEU	15	309 100	110	216 97	109	136 67	348 130	370 186	264 108	2223 116	103
46 FUEL OVE		306	314	270	244	194	336	200	236	205	252
46 MBC UTIL	11	94	113	` 76	80	44	94	76	83	90	74
61 INSTR MA PLT REP	17		=	110	65	44	•	M	**	76	67
IG FLT REP EP INTOR QUID	10	20 77	PG	106	17 ME	13 81	34 86	36 115	20 106	36 123	20
N HP	2	20	34	3	19	•	23	27	20	16	21
IS AHA	1	20	20	Ø	24	24	32	44	37	42	29
ES UMF M WITERCOM	10	41	33 38	*	27 108	10 41	37 66	34	37 84	24 80	. 27
is iff	27 1	10	~	7	4	"	11	7	7	15	7
M ELT	•	•	•	0		1	•	4	10		2
ET COMMANNET	•	1	1		11	•	16		•	7	
99 MGC COMM 71 RADIO NAV	•		1 20	35	• •	30		2 63	1	9 9 1	
78 RADAR NAV	:	16	14	18	*	2	16	24	10	27	42
73 SOMEING NAV	•	•	•	0	•	•	•	0	0	1	
78 WEAPH DEL	0	1	1	0	0	4	4	3	3	4	2
NO COUNTERMEAS	•	2	12	•	•	12	27	18	21	20	12
77 PHOTORECON PI EMERG EQUIP	9 27	•	25	27	16	•	•	6			17
R TOW TARGET	-	-	-	•		·	•	ĭ	•	•	•,
M PERS EQUIP	•	•	1	1	•		2	2	0	2	. 1
7 DOLDEY	•	•	•	3	4	•	•		•	10	4
TOTAL	1172	8013	6006	MET	, 81 40	3410	FR06	6423	8108	61 63	5176
	130.5 6.3	4008,3 12,5	3638.3 12.6	2480.5 10.6	2677.2 9.7	136£6 £9	2400.2 8.3	4301.2 13.5	3378.3 13.1	270£1 11.6	
IVO NA ACFT	43	125	128	10.6	9,7	4.0		_	_		
I/M: H-32E MAINTENAN DIRECT MAINTENANCE	E3 ICE DATA E MANHOUR	12.6 BUNO RI 181 B	12.0	PRODUCTIO	9,7 ON BLOCK O	£.0	43	125	13.1	11.8	TOTAL
IVG No. ACFT /M: H-SSE MAINTENAN RECT MAINTENANCE FY SVG	e3	12.6 SUNO RI 181	128	10.6	9,7	4.0		_	_		
IVG Na. ACFT I/N: H-ESE MAINTENAN IRECT MAINTENANCE FY SVG MUG	63 ICE DATA (MANHOUR ME 0	126 SUNO RE 161 B 83 1	12.8 381 101386 84 2	PRODUCTIO	R.7 ON BLOCK OF 66 4	11 17 6	t3 **	125	13.1	91	TOTA 1 - 1
AVG NA, ACFT T/M: H-ESE MAINTENANCE FY EV GVG HUC HI AMFRAME	CE DATA (MANHOURI ME	12.6 SUNO RI 181 B 83	12.6 301 101305	146 PRODUCTIO	R.7 OH BLOCK (K	1.0 10 107	£3 #	125	13.1	91 9 4542.5	1 - 1
IVG No. ACFT I/M: H-ESE MAINTENANCE FY SVG MAG II AMPRAME IZ FUBLG COMPT	63 ICE DATA E MANHOUR 82 0	12.6 SUNO RE 101 8 89 1 4781,1	12.0 301 101306 04 2 8228.2	PRODUCTION S S S S S S S S S S S S S S S S S S S	9.7 ON BLOCK 0: 66 4 3408.8	67 6 1978.8	M 6	13.5 80 7 3860.9	90 8 3800.8	91	1 -1 36607. 6409.
IVG No. ACFT ITAL: H-ESE MAINTENANCE FY SVG NUC 11 AMFRAME 122 FUBLG COMPT 123 LOGEAR 14 FLT CONTR	CE DATA E MANHOURE 0 1000.4 180.3 246.9 274.6	12.6 SUNO RI 101 8 89 1 4781,1 606.9 1306.8	12.0 301 101306- 94 2 8236.8 916.0 1284.0 1746.7	10.6 PRODUCTIO 65 3 4440.6 700.6 700.0 2265.2	9.7 OH BLOCK 0: 66 4 3408.8 733.6 1088.6 1813.1	87 8 1978.8 497.0 018.8 1308.0	00 0 2004.9 000.0 1006.4 1000.4	13.8 80 7 3860.9 760.8 1460.8 2010.0	90 8 3808.8 512.8 1018.8 1848.4	91 9 9 4542.5 1133.9 1446.7 2196.4	1 - 1 36907. 6409. 10304. 18086.
IVG Na. ACFT I/M: H-ESE MAINTENANCE FY SVG MUC 11 AIRFRAME 12 FUELD COMPT 13 FUELD CONFT 14 FLT CONTR 16 ROTOR	63 ICE DATA I MANHOUR 82 0 1080.4 186.3 274.8 1226.6	13.6 BUNO RI 101 8 93 1 4751.1 606.9 1306.8 1330.8 4380.6	12.0 301 101305 94 2 8230.2 910.0 1304.0 1744.7 6000.0	10.8 PRODUCTIO 65 3 4440.8 700.6 700.6 700.6 7450.9	9.7 OH BLOCK 00 60 4 3408.8 735.6 1008.0 1813.1 4712.0	87 6 1978.8 497.0 618.6 1368.0	83 8 9 2004.9 1008.4 1008.4 8308.0	13.5 26 7 3650.6 766.8 1468.8 2010.0 7876.7	90 8 3008.5 512.5 1018.5 1844.4	91 9 9 4502.5 1133.0 1440.7 2100.4 7910.7	1 - 1 35807. 8402. 10304. 18085. 88804.
I'M: H-ESE MAINTENAN DIRECT MAINTENANCE FY SVG NUC 11 AIRFRAME 12 FUBLIS COMPT 13 LOGEAR 4 FLT CONTR 16 ROTOR 18 ROTOR	6.3 ICE DATA E MANHOUR 82 0 1080.4 188.3 246.9 274.6 1222.6 86.3	12.6 SUNO RE 101 8 83 1 4751.1 608.9 1308.8 1230.8 4398.6 644.6	12.8 301 101305- 04 2 8230.8 010.0 1204.0 1740.7 6000.0 300.0	10.6 PRODUCTIO 65 3 4440.6 700.6 700.0 2265.2	9.7 DH BLOCK 0: 96 4 3408.8 735.6 1088.9 1813.1 4712.8 987.2	87 87 8 1970.8 497.0 919.6 1390.0 4390.0	8.3 88 8 2004.9 1005.4 1005.4 1306.0 947.3	13.5 20 7 300.0 700.0 1400.0 7572.7 901.4	13.1 80 8 3808.8 612.8 1018.8 1868.1 840.1	91 9 450E.5 1133.0 1406.7 2196.4 7916.7	1 - 1 38607. 6409. 10304. 16008. 55604. 8147.
I/M: H-ESE MAINTENAN DIRECT MAINTENANCE FY SVG MUG 11 AMPRAME 12 FUBLIG COMPT 13 LOGEAR 14 FLT CONTR 16 ROTOR 18 ROTOR 18 EMAINE 10 ALOS PWR	63 ICE DATA I MANHOUR 82 0 1080.4 186.3 274.8 1226.6	13.6 BUNO RI 101 8 93 1 4751.1 606.9 1306.8 1330.8 4380.6	12.0 301 101305 94 2 8230.2 910.0 1304.0 1744.7 6000.0	10.6 PRODUCTIO 65 3 4448.8 700.6 790.9 2458.9 686.1	87 88 4 3408.8 738.8 1813.1 4712.9 607.2 1818.2	87 6 1978.8 497.0 618.5 1368.0 4368.9	83 8 9 2004.9 1008.4 1008.4 8308.0	13.5 26 7 3650.6 766.8 1468.8 2010.0 7876.7	90 8 3008.5 512.5 1018.5 1844.4	91 9 9 4502.5 1133.0 1440.7 2100.4 7910.7	1 - 1 3607. 6405. 10304. 1906. 58004. 8147. 7187.
ING No. ACPT TAN: H-SSE MAINTENANCE FY SVG MUC 11 AMPRAME 12 FUBLIS COMPT 13 LOGEAR 14 FLT CONTR 18 ROTOR 18 ENGINES 19 LAKE FWB 19 DAYERJOMN 19 ENGINETAL	63 CE DATA I MANHOUR 82 0 1080.4 1983 245.8 1228.8 863 363.1 418.0 963.8	13.6 SUNO RE 101 B 83 1 4751.1 608.9 1308.2 4308.6 644.8 1207.3 2073.9 3318.4	12.8 301 101305 84 2 6328.8 918.6 1268.6 308.6 308.6 308.6 4124.4	10.8 PRODUCTIC 66 3 4468.8 700.8 700.8 7100.8 1100.8 2791.3 4643.8	87 SN BLOCK 00 68 4 3408.2 733.6 1088.2 1181.3 471.2.8 687.2 1181.2 3738.7	87 6 1976.8 497.6 9156.0 4366.0 4366.0 367.5 1867.5	83 88 98 2004.9 1006.4 1006.4 1006.4 1004.3 1004.3	13.5 386.8 7 386.8 788.8 1468.8 2010.6 7578.7 861.4 808.8 4477.2	90 8 3808.5 512.5 1018.5 1848.4 6880.1 840.1 566.1	91 9 4566.8 1133.9 1446.7 7919.7 677.1 613.9 6391.8	1 - 1 38077 6408 10304 1508 5600 6147 7167 2068 37182
AVG No. ACFT T/M: H-ESE MAINTENANCE FY SVG MUC 11 AURTHAME 12 FUBLIS COMPT 13 LDGEAR 14 PLT CONTR 16 ROTOR 18 ROTOR 18 ROTOR 18 ROTOR 18 ROTOR 18 ROTOR 18 ROTOR 19 PLA SUPPRES 11 ACFFRES	03 CCE DATA II MANHOUR 00 1080.4 180.3 246.9 274.6 1226.6 60.3 303.1 416.0 603.6 205.6	13.6 SUNO PE 181 8 83 1 4791.1 606.9 1308.2 1290.2 4306.6 1297.4 2071.8 3318.4 81.5	12.8 301 101305 84 2 8230.2 910.6 1204.9 1744.7 6090.9 901.1 2106.9 4184.4 44.2	PRODUCTIC 66 3 4448.8 700.6 762.0 286.2 7430.8 1100.9 2791.3 4643.8 741	87 80 BLOCK 00 66 4 3408.2 733.6 1088.6 1813.1 4712.6 687.2 618.7 1618.2 3738.7 88.8	67 6 1976.8 497.6 916.6 1386.0 4386.0 384.7 1897.5 1896.8 27.1	83 88 8 2094.9 684.9 1006.4 1884.4 507.3 686.9 1804.3 3178.6 83.3	13.5 7 386.9 766.8 1466.8 2010.6 7576.4 806.8 3530.8 4477.2 71.7	50 8 360.5 612.5 1018.5 1844.4 660.1 2191.6 466.1 71.0	91 9 4662.5 1133.8 1446.7 2198.4 7919.7 913.6 2891.8 6386.7 33.6	1 - 1 38077. 6400. 1030A. 1600B. 840A. 8147. 7187. 2088. 37182.
SVC MUC 11 AMPRAME 12 FUBLO COMPT 13 LOGEAR 14 FLT CORTR 16 ROTOR 22 ENGINES 24 AUX FWR 26 DAVER/OMN 28 ENGINETAL	03 CE DATA (MANHOUR 82 1080.4 1080.2 246.9 274.6 1222.6 86.3 380.1 418.0 903.6 28.5 274.4	13.6 SUNO RI 101 8 83 1 4781.1 606.9 1308.2 1308.2 4306.6 944.8 1207.4 2073.8 3316.5 1240.3	128 301 101365 84 82 8282 918.6 124.9 1746.7 6088.9 901.1 2102.9 4154.4 444.2 1122.0	10.8 PRODUCTIC 66 3 4468.8 700.8 700.8 7100.8 1100.8 2791.3 4643.8	87 SN BLOCK 00 68 4 3408.2 733.6 1088.2 1181.3 471.2.8 687.2 1181.2 3738.7	87 6 1976.8 497.6 9156.0 4366.0 4366.0 367.5 1867.5	83 86 8 888.9 1005.4 1888.9 860.2 1804.3 378.8 838.9	13.5 88 7 508.8 1498.8 2010.0 7574.7 801.4 808.8 3538.6 4477.7 1408.0	90 8 3808.8 512.8 1018.6 1848.4 660.1 640.1 2191.8 456.1 2191.8	91 9 9 4662.8 1153.9 1446.7 2198.4 7918.7 877.1 813.9 2891.8 8384.7 1978.7	1 - 1 38077 6402 10304 1608 5804 8147 7187 2088 37182 618 12730
AVG No. ACFT TAI: H-ESE MAINTENANCE FY SVG MUG 11 AMPRAME 122 FURIG COMPT 132 LUGGAR 14 FLT CONTR 16 ROTOR 18	03 CCE DATA II MANHOUR 00 1080.4 180.3 246.9 274.6 1226.6 60.3 303.1 416.0 603.6 205.6	13.6 SUNO PE 181 8 83 1 4791.1 606.9 1308.2 1290.2 4306.6 1297.4 2071.8 3318.4 81.5	12.8 301 101305 84 2 8230.2 910.6 1204.9 1744.7 6090.9 901.1 2106.9 4184.4 44.2	PRODUCTIC 66 3 446.8 700.6 700.6 700.0 2365.2 7450.9 665.1 1100.3 2791.3 4461.8 74.1	8.7 SM BLOCK 05 66 4 5408.8 735.8 1088.6 1813.1 471.8 618.7 1418.2 3738.7 84.6 1888.6	87 6 1978.8 497.6 918.5 1360.0 4360.9 304.7 1897.5 1897.5 1896.1	83 88 8 2094.9 684.9 1006.4 1884.4 507.3 686.9 1804.3 3178.6 83.3	13.5 7 386.9 766.8 1466.8 2010.6 7576.4 806.8 3530.8 4477.2 71.7	50 8 360.5 612.5 1018.5 1844.4 660.1 2191.6 466.1 71.0	91 9 4662.5 1133.8 1446.7 2198.4 7919.7 913.6 2891.8 6386.7 33.6	1 - 1 38077, 6400, 10304, 10005, 55004, 6147, 7167, 20865, 37162, 618, 12730, 8194,
AVG No. ACFT T/M: H-ESE MAINTENANCE FY SVG MUC 11 AUFFRAME 12 FUBLIS COMPT 13 LOGEAR 14 FLT CONTR 16 ROTOR 22 ENGINED 24 ALEX FWR 26 ENGINED 26 ALEX FWR 27 ENGINED 28 ENGINED 29 ALEX FWR 20 ONVES/ORN 20 ENGINETAL 41 ACFFRES 42 LIGHTING 44 HYDFREU 46 FUEL SYB	03 CCE DATA II MANHOUR 0 1080.4 180.3 246.9 274.6 1228.6 80.3 363.1 416.0 903.6 278.4 280.0 408.4	13.6 8 69 1 4791.1 606.9 1306.2 1290.2 4306.6 1297.4 2071.8 51.6 1266.3 1366.2 1460.0	128 84 2 8238.2 918.6 1284.9 1744.7 6086.9 991.1 2106.9 4136.4 44.2 1136.6 1876.8 984.6 1494.1	PRODUCTIC 65 3 4448.8 700.6 762.0 298.2 7430.9 608.4 1100.9 2791.3 4643.8 74.1 1260.9 761.0 608.4 1801.8	8.7 SH BLOCK OF 66 4 3408.8 733.6 1008.6 1813.1 4712.6 607.2 618.7 1018.6 608.6 1008.6 1008.6	67 6 1870.8 497.6 910.5 1380.0 4380.0 384.7 1897.5 1898.6 27.1 405.0 27.1 405.0 27.1 405.0 27.1 405.0 27.1 405.0 27.1 405.0	83 88 8 88 1005.4 1888.4 587.3 580.2 1804.3 3178.8 583.3 1218.9 686.2 1386.2	13.5 798.8 1498.8 2010.9 7878.4 808.8 3539.8 4477.2 1406.6 804.7 12.7 1406.6 104.7 1406.6	90 8 3008.5 612.5 1018.5 1848.4 680.1 2191.6 466.1 71.0 1788.9 718.6 417.7 908.0	91 9 4662.5 1133.8 1446.7 2196.4 7919.7 913.6 2891.9 6396.7 1696.4	1 - 1 38607. 6400. 1030A. 1600B. 5860A. 9147. 7187. 2088. 37182. 618. 12730. 6194. 5208.
IVG No. ACFT I/M: H-ESE MAINTENAN DIRECT MAINTENANCE FY SVG MUG 11 AMPRAME 12 FURIAG COMPT 13 LOGEAR 14 FLT CONTR 16 ROTOR 17 ROTOR 16 RO	0.3 CE DATA (MANHOUR 82 0 1080.4 198.3 246.9 274.6 122.8 68.3 383.1 418.0 903.6 274.4 288.0 68.0 489.0 489.0 499.	13.6 SUNO PE 101 8 69 1 106.9 1306.2 1200.2 1200.2 1207.4 2073.9 3316.2 1260.3 1366.2 1603.6 1603.6	128 84 2 839.8 118.6 1748.7 809.9 991.1 2108.9 4124.9 1122.9 1122.9 1122.9	PRODUCTIC 66 3 440.8 700.6 700.6 700.0 2365.2 745.9 1100.9 2791.3 4451.8 707.6 608.1 707.6 608.1 707.6	8.7 OH BLOCK OF 66 4 4 3408.8 1913.1 47128 918.7 1918.2 5736.6 1988.6 688.9 888.6 388.8	87 87 8 1978.8 497.8 918.5 1388.9 4382.9 488.9 384.7 1897.5 1898.8 201.2 1408.8 211.2 1882.3 198.3	83 86 6 888.9 1005.4 1005.4 1008.4 838.9 847.3 1804.3 1718.9 838.1 988.1 988.1 1818.7 1188.7	13.5 88 7 708.8 1498.8 2010.0 7576.7 801.4 808.8 3538.8 4477.7 1408.6 804.7 934.7 935.3 936.4	90 8 3808.5 512.5 1018.	91 0 4468.8 1133.9 1446.7 2198.4 7918.7 875.1 913.9 2891.8 1970.7 988.2 908.4 368.4	1 - 1 38607, 6408, 10304, 10368, 58604, 8147, 7187, 20668, 37182, 618, 12730, 8184, 5206, 11861, 3067,
IVG Na. ACFT ITAL: H-ESE MAINTENANCE FY SVG NUC 11 AMFRAME 122 FUBLIG COMPT 133 LOGEAR 14 FLT CONTR 18 ROTOR 18 LIGHTING 18 LIGHTING 18 HYD/FNEU 18 MEC UTE, 18 INSTR	63 CE DATA II MANHOUR 82 0 1080.4 1080.2 246.9 274.6 60.3 200.1 416.0 60.3 271.4 280.0 60.0 400.4 40.0 400.4 40.0 400.4	13.6 SUNO RI 101 8 83 1 4781.1 606.9 1306.2 1200.2 4306.6 0446.6 1207.4 2073.9 3316.4 81.5 1366.2 1366.2 1366.2 1366.2 1406.3 1406.9	128 84 2 8282.8 916.8 916.7 608.8 1746.7 608.8 981.1 2108.9 4134.4 443.4 1128.9 1127.8 884.0 1434.6 1434.8	PRODUCTIC 66 3 4466.8 700.6 700.6 700.6 7450.9 4641.9 747.0 600.4 100.9 344.0 447.7	87 88 4 5408.8 730.8 1008.8 1813.1 4712.8 607.2 1018.2 3738.7 648.9 1008.8	87 6 1976.8 497.8 918.5 1380.0 4380.9 930.7 1997.5 1996.8 271.1 405.8 311.2 980.3 190.3	83 88 8 8 1005.4 1005.4 1000.4 530.5 100.3 170.9 630.1 1210.9 630.1 1210.9 630.1 100.2	13.5 88 7 7380.8 768.8 2010.0 7578.7 801.8 1608.8 3538.6 4477.2 71.7 1408.6 804.7 935.4 1367.3 308.4 778.3	90 8 3608.5 1018	91 9 4662.8 1135.8 1146.7 2198.4 7918.7 973.9 6384.7 366.2 608.7 1098.2 1141.0	1 - 1 38077 6405 10304 10005 58004 8147, 7187, 2086 37182 618, 12730, 8194 5306, 11861, 3007, 4084
AVG No. ACFT F/M: H-ESE MAINTENANCE FY SNG MUC 11 AMPRAME 12 FUELG COMPT 13 LOGEAR 14 FLT CONTR 16 ROTOR 22 ENGINEB 24 ALE FWR 25 ENGINEB 26 ALE FWR 26 ELECT PWR 27 LOGEAR 28 LUGHTHIS 28 HYD/PNEU 29 FUELS SYE 29 MEC UTIL 30 INSTR 30 FLT REF	03 CCE DATA II MANHOUR 0 1080.4 180.3 246.9 274.6 80.3 263.1 4180.3 265.5 276.4 286.6 60.0 406.4 466.4 466.4 466.4 466.4 466.4 466.4	13.6 8 89 1 4781.1 608.9 1308.3 1208.3 1207.4 2073.9 981.6 91.5 1368.2 1368.2 1400.6 453.8 1400.6 453.8 1400.6	128 84 2 839.8 118.6 1748.7 809.9 991.1 2108.9 4124.9 1122.9 1122.9 1122.9	PRODUCTIC 65 3 4448.8 700.6 762.0 2368.2 7458.9 668.1 1108.3 2791.8 4648.9 74.1 1268.8 76.1 1268.8	8.7 OH BLOCK OF 66 4 4 3408.8 1913.1 47128 918.7 1918.2 5736.6 1988.6 688.9 888.6 388.8	87 87 8 1978.8 497.8 918.5 1388.9 4382.9 688.9 398.7 1897.5 1898.6 1498.9 318.7 1498.1 408.8 318.2 1198.3	83 86 6 888.9 1005.4 1005.4 1008.4 838.9 847.3 1804.3 1718.9 838.1 988.1 988.1 1818.7 1188.7	13.5 88 7 708.8 1498.8 2010.0 7576.7 801.4 808.8 3538.8 4477.7 1408.6 804.7 934.7 935.3 936.4	90 8 3808.5 512.5 1018.	91 0 4468.8 1133.9 1446.7 2198.4 7918.7 875.1 913.9 2891.8 1970.7 988.2 908.4 368.4	1 - 1 38607- 6400, 1030A, 1030A, 1030B, 5840A, 6147- 7167- 20668, 37188, 12730, 618A, 620B, 11861, 3067- 400B, 1100B,
ING No. ACFT IM: H-ENE MAINTENAN INECT MAINTENANCE FY SVG III AIRFRAME 1 AIRFRAME 2 FUELG COMPT 3 LOGEAR 4 FLT CONTR 6 ROTOR 12 ENGINEB 14 ALIC PWR 16 DRYCENGISN 16 ENGINETAL 11 ACFFEE 12 LUGHTING 14 LUGHTING 15 HYDFNEU 16 FUEL SVE 16 HYDFNEU 16 FUEL SVE 16 HYDFNEU 16 FLT REF 17 INTORI GUID	63 CE DATA II MANHOUR 82 0 1080.4 1080.2 246.9 274.6 60.3 200.1 416.0 60.3 271.4 280.0 60.0 400.4 40.0 400.4 40.0 400.4	13.6 SUNO RI 101 8 83 1 4781.1 606.9 1306.2 1200.2 4306.6 0446.6 1207.4 2073.9 3316.4 81.5 1366.2 1366.2 1366.2 1366.2 1406.3 1406.9	128 84 2 828.2 918.0 1284.0 1284.0 1284.0 901.1 2102.0 911.1 2102.0 1127.5 904.0 1464.1 664.1 664.0 136.0	PRODUCTIC 66 3 4466.8 700.6 700.6 700.6 7450.9 4641.9 747.0 600.4 100.9 344.0 447.7	8.7 SN BLOCK OF 66 4 3408.2 733.6 1088.6 1813.1 1018.6 1018.7 1018.6 1088.6	87 8 1870.8 497.0 910.5 1300.9 304.7 1897.5 1800.8 27.1 405.0 1102.2 1002.3 1102.3 100.3	83 88 8 8 9 1005.4 1806.6 947.3 690.2 1804.3 170.6 63.1 1804.2 1122.7 140.2 14	13.5 200.0 700.0 1400.0 2010.0 1400.0 3530.0 4477.2 71.7 1400.0 804.7 805.4 1307.3 306.4 310.6	90 8 3808.8 612.8 1018.6 1846.4 666.1 2191.8 171.0 1788.8 718.8 417.7 838.0 247.8 448.2 88.6	91 9 9 468E8 11338 1448.7 2188.4 7918.7 918.8 2891.9 38.6 1978.7 1888.4 368.2 408.7 144.8	1 - 1 38607. 8400. 1030A. 10008. 8800A. 8147. 7187. 2088. 37182. 618. 12730. 8194. 5208. 11861. 3097. 4084.
IVG No. ACFT I/M: H-ESE MAINTENANCE FY SVG MUC 11 AMFRAME 12 FUBLIG COMPT 13 LOGGAR 14 FLT CONTR 16 ROTOR 16 ROTOR 16 ROTOR 16 PALY ENAMBLE 16 AMFERS 16 LOGHTHIS 17 LOGHTHIS 17 LOGHTHIS 17 LOGHTHIS 18 LOGHTHIS 19 LOGHTHIS	03 CE DATA II MANHOUR 82 0 1080.4 1080.4 1080.4 1282.6 603.2 274.6 118.0 603.2 271.4 280.0 603.2 271.4 280.0 603.2 271.4 280.0 603.2 271.4 280.0 603.2 271.4 280.0 603.2 271.4 280.0 603.2 271.4 280.0 603.2 271.4 280.0 603.2 271.4 280.0 603.2 271.4 280.0 603.2 271.4 280.0 603.2 271.4 280.0 603.2 271.4 280.0 603.2 271.4 280.0 603.2 271.4 280.0 603.2 271.4 280.0 603.2 271.4 280.0 603.2 271.4 280.0 603.2 271.4 280.0	13.6 SUNO RI 101 8 83 1 100.9 1300.2 1300.2 1300.2 1307.4 2073.9 3316.4 916.5 1396.2 1396.2 1406.3 1406.2 1406.3 1406.2 1406.3 1406.2 1406.3 1406.2 1406.3 1406.2 1406.3 1	128 84 2 82828 918.8 918.8 1746.7 6088.9 981.1 2102.9 4134.4 4134.4 4134.8 1177.8 884.6 1484.1 157.8 884.6 1484.1 157.8	PRODUCTIC 66 3 446.8 700.6 700.6 700.6 700.8 7450.9 464.9 747.8 464.9 747.8 465.4 1901.8 747.9 101.8 747.9 101.8 749.8 140	87 8LOCK 00 86 4 5408.8 738.6 1098.6 1813.1 4712.8 698.7 1918.2 3738.7 688.6 1888.8 1098.8 10	87 6 1978.8 497.8 918.5 1380.0 4382.9 984.7 1997.5 1998.8 271.1 498.1 498.3 199.3 199.3 199.3	83 83 88 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	13.5 88 7 7 3890.8 793.8 1498.8 2010.0 7578.7 801.8 803.8 804.7 935.4 1397.3 305.4 778.3 316.2 601.4	90 8 3808.8 5108.8 1018.8 1018.8 1048.4 680.1 680.1 2191.8 4686.1 710.8 417.7 90.0 247.9 448.2 90.0 128.8 90.0 128.8 90.0 90.0 90.0 90.0 90.0 90.0 90.0 9	91 9 9 4662.8 1133.9 1446.7 2196.4 7918.7 6718.9 2891.9 6384.7 386.2 608.7 1698.7 1698.2 1141.9 418.9 1084.8 685.1	1 -1 38607 6400 10304 10006 58804 6147 7187 20888 37182 618 1273 8194 6208 11881 3067 4064 1606 6738
ING No. ACFT TALL H-ESE MAINTENANCE FY SVG RUC 17 AIRFRAME 12 FUELG COMPT 13 LOGEAR 14 FLT CONTR 18 ROTOR 18 ENGINER 14 AUX PWR 19 DRIVER/OMM 19 ENGINER 14 AUX PWR 19 DRIVER/OMM 19 ENGINER 14 AUX PWR 16 LOGTPINE 16 HYD/PNEU 16 FUELS TR 16 HYD/PNEU 16 FUELS TR 16 FLT REF 17 INSTR 17	03 CCE DATA II MANHOUR 0 0 1080.4 180.3 246.9 274.6 122.6 80.3 363.1 4180 963.6 276.4 286.7 276.4 286.7 276.4 286.7 276.4 286.0 118.7 7.8 7.8	13.6 8 89 1 4761,1 606,9 1306,3 1306,3 1306,3 14306,6 944,8 1267,4 2073,9 916,4 91,5 1366,2 1400,6 453,5 453,5 4	128 84 2 828.2 918.6 1284.9 1746.7 908.9 901.1 2102.9 1124.4 46.2 1122.9 1127.5 904.6 1464.1 564.6 126.2 1126.2 1126.2	PRODUCTIC 65 3 4448.8 700.6 762.0 2568.2 7458.9 668.1 1108.9 761.1 1268.9 761.1 1268.9 761.1 1268.9 1464.5 131.6 131.6 138.9 1481.	87 8LOCK 00 66 4 5408.8 733.6 1088.6 1813.1 718.7 98.6 1888.8 1088.6 388.3 238.3 131.7 87.9 63.9 108.6 187.8	87 87 8 1970.8 497.0 910.5 1300.9 400.9 304.7 1907.5 1908.8 27.1 405.0 190.3 190.3 190.3 190.3 190.3 190.3 190.3	83 88 8 88 1005.4 1005.4 1006.4 1006.4 1006.3 1206.9 1206.	13.5 88 7 3880.9 788.8 1488.8 2010.9 1498.8 3530.6 1507.2 71.7 1406.9 804.7 805.4 1397.3 308.4 1397.3 116.2 606.4 106.2 106.4 106.2 106.4 106.2 106.4 106.2 106.4 106.2 106.4 106.2 106.4 106.2 106.4 106	90 8 380.8 612.8 1018.6 128.1 1018.6 1864.1 2191.8 4664.1 71.0 1788.9 467.7 838.0 267.9 462.8 1283.9 262.6 1283.9 262.8 1283.9 188.0	91 9 9 456E.5 1133.8 1446.7 2196.4 7917.1 913.9 2991.9 6394.7 36.6 1976.7 1986.4 366.2 1141.9 1086.4 136.9 686.1 136.4 136.9 686.1	1 - 1 38607 6402 10304 10005 56404 6147 7167 2066 37183 518 12730 61165 5404 1005 67732
ING No. ACFT IM: H-ENE MAINTENAN INECT MAINTENANCE FY SYG WIC 1 AIRFRAME 2 FUELG COMPT 3 LOGEAR 4 FLT CONTR 6 ROTOR 12 ENGINEB 14 ALIC FWR 16 PAYENGORN 18 ENGINEB 14 ALIC FWR 16 ENGINEB 16 LIGHTING 17 ACFFREB 18 ELECT PWR 14 LIGHTING 18 HYDFREU 18 FUELSYB 18 MIC UTIL 18 FLT REF 17 INTOR GUID 11 HF 12 VHF 14 HYTERCOM	03 CCE DATA	13.6 8 69 1 4791.1 606.9 1308.2 1290.2 4306.0 1297.4 2073.8 3773.8 3773.8 1368.2 1263.3 1400.0 453.5 216.3 147.0 668.2 147.0 668.2 147.0 668.2 147.0 668.2 147.0 668.2 147.0 1	12.8 301 101305 84 2 6230.2 910.6 1204.0 1744.7 6000.0 901.1 2106.0 901.1 2106.0 1326.0 1404.1 646.1 354.0 1406.1 156.2 1406.2 1406.2 1406.2 1406.2 1406.2	PRODUCTIC 65 3 4448.8 700.6 762.0 258.2 7430.9 668.1 1100.9 2791.9 4641.8 74.1 1268.9 74.1 1268.9 74.1 1268.9 74.1 1268.9 1461.9	87 8LOCK 00 86 4 340.2 735.6 1080.6 1813.1 4712.6 687.2 618.7 1810.6 688.8 1080.6 380.8 1080.6 1080.	67 6 1976.8 497.6 916.6 1366.9 394.7 1997.6 1996.9 394.7 1996.3 194.3 194.3 194.3 195.3 297.1 33.8 134.3	83 88 8 8 988.9 1005.4 1888.4 530.2 1804.3 5178.8 83.3 1218.9 636.1 128.7 188.8 208.2 1128.7 188.8 208.2 198.8 83.4 198.8 83.4 198.8	13.5 700.0 700.0 700.0 1400.0 2010.0 7570.7 1400.0 804.7 1400.0 804.7 1367.3 305.4 770.3 305.4 770.3 305.4 770.3 305.4 770.3	90 8 3008.5 612.5 1018.5 1846.4 686.1 2191.0 1788.9 718.0 417.7 938.0 347.9 488.0 1263.9 346.4 354.0 188.0 488.4	91 9 9 4662.8 1133.8 1446.7 2198.4 7919.7 913.9 2891.8 6394.7 1698.4 368.2 1141.8 1098.4 134.8 688.1 134.8 687.6	1 - 1 388077 8400, 1030A 1600B 8860A 8147, 7187 2088, 37182 818A 12730 819A 1230 408A 1400 6738, 1286 27727, 1286 27727, 1286 27727, 1286 408A
ING No. ACFT TAI: H-SSE MAINTENANCE FY SVG WIG 1 AIMFRAME 2 FUELG COMPT 3 LOGEAR 4 FLT CONTR 6 ROTOR 8 ROTOR 10 EMEMBE 10 ALOX PWR 10 EMEMBE 10 ALOX PWR 10 EMEMBE 10 ALOX PWR 10 EMEMBE 10 ELECT PWR 11 ACFRES 10 HOTOR 11 HOTOR 10 HOTOR 11 HOTOR 1	03 CCE DATA II MANHOUR 0 0 1080.4 180.3 246.9 274.6 122.6 80.3 363.1 4180 963.6 276.4 286.7 276.4 286.7 276.4 286.7 276.4 286.0 118.7 7.8 7.8	13.6 8 89 1 4761,1 606,9 1306,3 1306,3 1306,3 14306,6 944,8 1267,4 2073,9 916,4 91,5 1366,2 1400,6 453,5 453,5 4	128 84 2 828.2 918.6 1284.9 1746.7 908.9 901.1 2102.9 1124.4 46.2 1122.9 1127.5 904.6 1464.1 564.6 126.2 1126.2 1126.2	PRODUCTIC 65 3 4448.8 700.6 762.0 2568.2 7458.9 668.1 1108.9 761.1 1268.9 761.1 1268.9 761.1 1268.9 1464.5 131.6 131.6 138.9 1481.	87 8LOCK 00 66 4 5408.8 733.6 1088.6 1813.1 718.7 98.6 1888.8 1088.6 388.3 238.3 131.7 87.9 63.9 108.6 187.8	87 87 8 1970.8 497.0 910.5 1300.9 400.9 304.7 1907.5 1908.8 27.1 405.0 190.3 190.3 190.3 190.3 190.3 190.3 190.3	83 88 8 88 1005.4 1005.4 1006.4 1006.4 1006.3 1206.9 1206.	13.5 88 7 3880.9 788.8 1488.8 2010.9 1498.8 3530.6 1507.2 71.7 1406.9 804.7 805.4 1397.3 308.4 1397.3 116.2 606.4 106.2 106.4 106.2 106.4 106.2 106.4 106.2 106.4 106.2 106.4 106.2 106.4 106.2 106.4 106	90 8 380.8 612.8 1018.6 128.1 1018.6 1864.1 2191.8 4664.1 71.0 1788.9 467.7 838.0 267.9 462.8 1283.9 262.6 1283.9 262.8 1283.9 188.0	91 9 9 456E.5 1133.8 1446.7 2196.4 7917.1 913.9 2991.9 6394.7 36.6 1976.7 1986.4 366.2 1141.9 1086.4 136.9 686.1 136.4 136.9 686.1	1 - 1 388077 6408 1000A 1000B 5800A 61477 7167 20080 371187 8184 620A 11861 30677 400A 160B 67738 12862 27777 12862 4081 640B
IVG No. ACFT TALL H-ENE MAINTENANCE FY SVG F	03 CE DATA (MANHOUR 82 0 1080.4 1080.2 246.9 274.6 122.8 68.0 28.5 278.4 288.9 680.0 448.6 78.2 36.1 44.6 78.2 36.1 44.6 78.2 36.1 44.6 78.2 36.1 44.6 78.2 36.1 44.6 78.2 36.1 44.6 78.2 36.1 44.6 78.2 36.1 44.6 78.2 36.1 44.6 78.2 36.1 44.6 78.2 36.1 46.6 78.2 36.1 36.1 36.1 36.1 36.1 36.1 36.1 36.1	13.6 SUNO PE 101 8 69 1 100.9 1300.2 1300.2 1300.2 1300.2 1300.2 1300.2 1300.2 1300.2 1400.9 1403.5 1400.0 1403.6	128 301 101305 64 2 620,2 610,6 1304,9 1744,7 6000,9 601,1 2100,9 4134,9 4124,9 1132,9 1132,9 1434,9 1344,1 1442,1	PRODUCTIC 66 3 4440.8 700.6 702.0 2365.2 7450.9 100.9 2791.3 4445.9 707.0 6084.6 447.7 1364.6 447.7 1361.1 608.1	8.7 (M) BLOCK (M) 66 4 4 5408.8 (M) 7358.6 (M) 7358.6 (M) 758.8 (M) 758.8 (M) 758.8 (M) 758.8 (M) 758.9 (M	87 87 8 1970.8 497.8 497.8 497.8 497.8 1960.8 304.7 1967.5 1960.8 304.7 1967.5 1960.3 196.	83 86 8 88.9 1055.4 1886.4 836.9 1804.3 3176.9 636.1 982.7 186.5 206.2 106.5 106.5 206.2 206.2 2	13.5 500.0 700.0 700.0 700.0 1400.0 2010.0 7570.7 801.4 803.0 803.7 1400.0 803.7 1367.3 300.4 770.3 3160.2 360.1 210.2 360.1 210.0 853.1	90 8 3808.8 512.8 1018.8 1018.8 1048.4 680.1 2191.8 450.1 71.0 1798.9 718.0 457.9 448.2 62.4 354.9 1263.9 246.4 354.9 1463.4 146	91 8 91 8 91 91 91 91 91 91 91 91 91 91 91 91 91	1 - 1 38607- 6400, 10304, 10304, 10306, 56004, 6147, 7187, 20866, 37182, 618, 12730, 8194, 5206, 11861, 3067, 4094, 1006, 6736, 1286, 27727, 1286, 4084, 8444, 441,
ING No. ACFT ITAL: H-ENE MAINTENANCE FY SVG MUG 11 AUFFRAME 12 FUELG COMPT 13 LDGEAR 14 FLT CONTR 16 ROTOR 17 REF 17 REF 17 INTER 18 UNF 18 UN	03 02 DATA (MANHOUR	13.6 8 89 1 4791.1 606.9 1308.2 1200.2 4306.0 1207.4 2073.9 3173.9 1308.2 1308.2 1308.2 1400.0 403.5 218.3 1400.0 403.5 218.3 1400.0 403.5 218.3 1400.0 403.5 218.3 1400.0 403.5 218.3 1400.0 403.5 218.3 1400.0 403.5 218.3 1400.0 403.5 218.3 1400.0 403.5 218.3 1400.0 403.5 218.3 1400.0 403.5 218.3 400.0 403.5 218.3 400.0 403.5 218.3 400.0 400	128 301 101305 84 2 6230.2 910.6 1204.9 1744.7 6000.9 901.1 2100.9 4134.4 44.2 1120.9 1120.9 1404.1 640.1 354.6 1404.1 640.1 354.6 1404.1 640.1 354.6 1404.1 640.1 354.6 1404.1 640.1 354.6 1404.1 640.1 354.6 1404.1	PRODUCTIC 65 3 4448.8 700.6 702.0 2362.2 7450.8 608.1 1102.9 2791.9 4645.8 741 1262.8 741 1262.8 741 1262.8 1461.8 1461.8 1461.8 1461.8 1461.8 1461.8 1461.8 1461.8 1461.8 1461.8 1461.8 1461.8 1461.8 1461.8 1461.8 1461.8	87 8LOCK 00 66 4 340.2 735.6 1080.6 1813.1 47126 687.2 618.7 1818.6 688.8 1080.6 1390.	87 6 1970.8 497.6 918.6 1380.0 4380.0 380.7 1897.6 1890.0 311.2 880.0 180.3 18	83 88 88 88 1005.4 1888.4 838.3 1218.9 838.1 1218.9 838.1 1218.9 838.1 1218.9 838.1 148.8 84 35.3 148.8 85.8 85.8 85.8 85.8 85.8 85.8 85.8	13.5 700.0 700.0 700.0 1400.0 2010.0 7570.7 1400.0 803.7 71.7 1400.0 803.4 1367.3 305.4 770.3 310.2 900.4 100.2 353.1 27.1 7.1	90 8 3008.5 612.5 1018.5 1846.4 680.1 2191.0 4566.1 2191.0 417.7 938.0 347.9 448.2 98.0 1263.9 346.4 354.0 468.4 108.5 100.5 1	91 9 9 4662.8 1133.8 1446.7 2198.4 7919.7 193.6 2391.8 6391.7 1998.4 365.2 1141.8 1098.4 134.8 675.6 286.7 33.6 675.6 286.7 33.6 675.6 286.7 33.6 6.0	1 - 1 38807 8402 10304 16008 88804 8147 7187 20880 37182 8184 12730 8194 5208 11861 3097 4084 1606 6738 4284 4481 1481
IVG No. ACFT I/M: H-EXE MAINTENAN DIRECT MAINTENANCE FY SVG MUG 11 AMPRAME 12 FURIG COMPT 13 LDGEAR 14 FLT CONTR 16 ROTOR 17 ROTOR 16 HIP 16 UNIT REF 17 INTOR GUID 16 HIP 16 UNIT 17 COUNTAVITY 18 UNIT 17 COUNTAVITY 18 UNIT 17 ROTO 18 UNIT 18 UNIT 18 UNIT 18 UNIT 19 UNI	03 CE DATA (MANHOUR 82 0 1080.4 1983 246.9 274.6 122.8 68.3 28.1 418.0 68.3 28.5 278.4 288.9 680.4 44.6 78.2 36.1 118.7 7.8 36.3 118.7 7.8 36.3 118.7 7.8 36.3 118.7 7.8 36.3 118.7 7.8 36.3 118.7 7.8 36.3 118.7 7.8 36.3 118.7 7.8 36.3 118.7 7.8 36.3 118.7 11	13.6 SUNO PE 101 8 83 1 4791.1 605.9 1306.2 1200.2 4306.6 1207.4 2073.9 3316.2 1366.2 1060.6 1267.4 208.3 1470.6 1267.4 208.3 1470.6 1267.4 208.3 1470.6 208.4 208	128 301 101305 84 2 820,2 910,6 130,0 1740,7 6000,0 901,1 2100,0 1577,5 904,0 1577,5 904,0 150,2	PRODUCTIC 66 3 4440.6 700.6 700.6 700.0 2365.2 7450.6 1100.0 2791.0 4650.6 741 1260.8 741 1260.8 741 1260.8 741 1260.8 1401.8 1601.8 1	8.7 SH BLOCK OF SECTION OF SECTIO	87 87 8 1978.8 497.8 618.5 1368.0 4368.9 364.7 1897.5 1898.8 354.7 1897.5 1998.3 198	83 886.9 1005.4 1005.4 1005.4 1006.5 1006.3 1006.3 1718.9 636.1 902.7 106.5 208.2 106.8 206.8 206.8 206.8 206.8	13.5 500.0 700.0 700.0 700.0 1400.0 2010.0 7576.7 801.4 803.0 1407.0 803.7 1367.3 106.2 106.2 106.4 106.2 106.4	90 8 360.5 612.5 1018.5	91 8 91 8 91 9 9 9 9 9 9 9 9 9 9 9 9 9 9	1 - 1 388077 8408, 10004, 10008, 88004, 9147, 7187, 2008, 37182, 8184, 12730, 8194, 6200, 11861, 3067, 4004, 1606, 6738, 4084, 4081, 1411, 151, 3367,
ING No. ACPT I'M: H-SIE MANTENANCE FY SYG MUC 12 FUBLIS COMPT 13 LOGGAR 14 FLT CONTR 18 ROTOR 18 PLECT PWR 18 LUGHTHIS 16 HYDPNEU 18 FLECT PWR 18 LUGHTHIS 16 HYDPNEU 18 FLECT PWR 18 LUGHTHIS 16 HYDPNEU 18 HYDPNEU	CCE DATA III IMANHOUR RE 0 1080.4 180.3 246.9 2746.9 2746.9 1222.6 80.3 203.1 4180.3 205.2 2	11.6 SUNO PE 181 8 89 1 4781.1 606.9 1306.3 1206.3 1207.4 2073.9 216.4 91.5 1266.3 1400.6 461.6 126.2 1400.6 461.6 1400.6 461.6 1400.6 461.6 1400.6 461.6 1400.6 461.6 1400.6 461.6 1400.6 461.6 1400.6 461.6 1400.6 461.6 1400.6 461.6 1400.6 461.6 1400.6 461.6 1400.6 461.6 1400.6	128 301 101305 84 2 828.2 918.0 1204.0 1204.0 1204.0 901.1 2102.0 1404.1 646.1 150.2 170.5 191.4 150.2 170.5 191.4 100.2 170.5	PRODUCTIC 65 3 4440.8 700.8 700.8 700.8 700.8 700.8 700.8 1100.9 2791.9 4644.9 741 1200.8 2791.9 4647.7 131.8 730.9 140.1 80.8 213.4 60.1 60.1 100.9 110	8.7 SM BLOCK OF 66 4 4 5405.2 733.6 1085.6 1813.1 4712.9 618.2 3738.7 68.6 1885.6 685.6 1985.	87 87 8 1970.8 497.0 918.5 1380.9 394.7 1897.8 27.1 465.8 27.1 288.8 190.3 190	83 88 8 8 1005.4 1898.6 847.3 898.2 1804.3 83.3 178.8 83.3 178.8 83.1 982.2 108.1 988.2 108.1 988.2 108.1 988.8 108.8 208.8 22.4 0.0 209.1 114.0	13.5 700.0 700.0 1400.0 1400.0 1400.0 1400.0 1500.0	90 8 3808.8 812.8 1018.5 1018.	91 9 9 46868 11338 11467 21864 78187 388 1878.7 388 1878.7 388 1878.7 388 1878.7 388 1878.7 388 188 188 188 188 188 188 188 188 188	1 -1 38607 6400 10004 10008 588004 6147 7187 2088 37182 618 12730 8184 5208 11881 3007 4004 1608 6738 1286 27727 1286 4081 141 184 3357
ING No. ACFT I/M: H-EXE MAINTENAN IRRECT MAINTENANCE FY SVG MUG 11 AMFRAME 12 FURIAG COMPT 13 LOGEAR 14 PLT CONTR 16 ROTOR 16 ROTOR 16 ROTOR 16 ROTOR 16 PARES/JOHN 16 DENCE/JOHN 16 HOPPES 16 LOGFTING 16 HOPPES 16 HOPPES 16 HOPPES 17 INTOR GUID 11 HP 12 VAF 15 HIFTR 16 UNF 17 INTOR GUID 11 HP 16 UNF 16 UNF 17 COMMAN/PF 18 MGC COMM 17 RADIO NAY	03 CE DATA (MANHOUR 82 0 1080.4 1983 246.9 274.6 122.8 68.3 28.1 418.0 68.3 28.5 278.4 288.9 680.4 44.6 78.2 36.1 118.7 7.8 36.3 118.7 7.8 36.3 118.7 7.8 36.3 118.7 7.8 36.3 118.7 7.8 36.3 118.7 7.8 36.3 118.7 7.8 36.3 118.7 7.8 36.3 118.7 7.8 36.3 118.7 11	13.6 SUNO PE 101 8 83 1 4791.1 605.9 1306.2 1200.2 4306.6 1207.4 2073.9 3316.2 1366.2 1060.6 1267.4 208.3 1470.6 1267.4 208.3 1470.6 1267.4 208.3 1470.6 208.4 208	128 301 101305 84 2 820,2 910,6 130,0 1740,7 6000,0 901,1 2100,0 1577,5 904,0 1577,5 904,0 150,2	PRODUCTIC 66 3 4440.6 700.6 700.6 700.0 2365.2 7450.6 1100.0 2791.0 4650.6 741 1260.8 741 1260.8 741 1260.8 741 1260.8 1401.8 1601.8 1	8.7 SH BLOCK OF SECTION OF SECTIO	87 87 8 1978.8 497.8 618.5 1368.0 4368.9 364.7 1897.5 1898.8 354.7 1897.5 1998.3 198	83 886.9 1005.4 1005.4 1005.4 1006.5 1006.3 1006.3 1718.9 636.1 902.7 106.5 208.2 106.8 206.8 206.8 206.8 206.8	13.5 500.0 700.0 700.0 700.0 1400.0 2010.0 7576.7 801.4 803.0 1407.0 803.7 1367.3 106.2 106.2 106.4 106.2 106.4	90 8 360.5 612.5 1018.5	91 8 91 8 91 9 9 9 9 9 9 9 9 9 9 9 9 9 9	1 - 1 38807. 8400. 1030A. 10036. 5840A. 8147. 7197. 20898. 27188. 12730. 81184. 5206. 11861. 3097. 4098. 1298. 1298. 1298. 1298. 1406. 1718. 129
IVG No. ACFT TALL H-SIE MAINTENANCE FY SVG MUC 12 FUBLIS COMPT 13 LOGGAR 14 FLT CONTR 18 ROTOR 18 PUBLIS TO 18 LOGGAR 19 LOGGAR 10 LOGGAR 1	CCE DATA II MANHOUR RE 0 0 1080.4 180.3 246.9 274.6 80.3 393.1 4180 983.6 278.4 288.6 408.6 78.2 78.4 288.6 118.7 7.5 7.8 34.5 132.1 8.6 0.0 0.0 54.6 112.7	13.6 SUNO PE 181 8 83 1 4761,1 606,9 1306,3 1200,6 644,8 1207,4 2073,9 2073,9 216,5 126,3 136,8 216,3 216,3 216,3 216,3 216,3 216,3 216,4 216,6 21	128 301 101305 84 2 828 918.6 918.6 918.0 918.1 2102.9 4134.6 1377.5 904.6 138.2 142.6 1577.6 108.2 142.6 158.2 143.6 158.6	PRODUCTIC 66 3 440.8 70.6 70.6 70.6 70.6 70.0 2365.8 7450.9 1100.3 2791.3 4650.8 707.6 100.1 10	8.7 SN BLOCK OX 46 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	87 67 6 1970.8 497.6 918.5 1360.9 4360.9 364.7 1897.5 1860.8 314.7 1897.5 1800.3 190	83 88 8 8 1005.4 1888.4 1888.5 1808.5 1308.5 1308.5 1308.5 1308.5 1308.5 1308.5 1408.5 1608.6	13.5 700.0 700.0 700.0 1400.0 201.0 7570.7 901.4 800.0 834.7 905.4 1307.3 306.4 1307.3 316.2 606.4 106.2 366.1 212.1 406.0 334.0 102	90 8 3808.5 512.5 1018.5 1018.5 1040.1 640.1 640.1 71.0 178.0 718.0 440.2 62.6 1203.9 344.9 185.0 460.1 100.5 1203.9 344.0 100.5 1203.9 344.0 100.5 1203.9 140.0 1	91 9 9 4666.8 1133.9 1446.7 2186.4 2891.9 2891.9 2891.9 468.4 156.8 156.4 156.6 286.7 156.4 156.6 286.7 156.7 156.	1 - 1 38807. 8400. 10304. 10304. 10306. 85800. 8147. 7187. 20888. 37182. 818. 12730. 8194. 8208. 11861. 13057. 4084. 1006. 8738. 2727. 1288. 4081. 141. 18. 3567. 408. 421. 141. 18. 3567.
ING No. ACFT TALL H-ESE MANTENAN DIRECT MAINTENANCE FY SVG RUC 12 FUELD COMPT 13 LOGEAR 14 FLT CONTR 18 ROTOR 18 LOGEAR 19 LOGEAR 10 LOGEA	CCE DATA II MANHOUR RE 0 0 1080.4 180.3 246.9 274.6 1122.4 80.3 265.1 4180 965.6 278.4 280.0 408.4 44.6 234.0 118.7 7.5 24.0 118.7 7.5 24.0 118.7 2.0 0.0 0.0 64.6 112.7 0.0 0.0 64.6 112.7 0.0 0.0 64.6 112.7 0.0 0.0 0.0 64.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	13.6 SUNO PE 181 8 83 1 4781.1 608.9 1308.3 1230.6 604.8 1287.4 2073.9 318.4 81.5 1280.3 1368.5 218.5 218.6 608.8 218.7 608.8 218.6 218.6 208.7 78.4 218.8 118.7 0.0 218.8 118.7 0.0 218.8 0.0	128 301 101305 84 2 828.2 918.6 1204.9 1204.9 300.9 801.1 2102.9 121.2 122.5 122.7 804.6 1404.1 604.1 504.6 125.2 125.2 125.2 125.2 125.3 125.2 125.3	PRODUCTIC 65 3 446.8 700.8 762.0 256.2 743.0 668.1 1108.3 2791.3 464.8 74.1 1268.9 769.4 1801.9 344.6 131.6 738.9 148.1 14	8.7 SN BLOCK OF 66 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	87 6 1870.8 497.8 910.5 1300.9 4300.9 304.7 1807.5 1808.8 27.1 405.8 27.1 405.8 27.1 405.8 27.1 200.8 100.3	83 88 8 8 1005.4 1005.4 1006.4 1006.5 1206.5 1206.5 1206.5 1206.7 1006.5	13.5 88 7 3880.9 788.8 1488.8 2010.0 1698.8 3538.6 1397.2 71.7 1408.0 808.4 1397.3 308.4 1397.3 1397.	90 8 3808.8 612.8 1018.	91 9 9 468E8 11338 1448.7 2198.4 7918.7 193.8 299.8 6394.7 38.6 1978.7 1988.4 368.2 1148.8 1088.4 134.8 268.0 0 1088.4 17.0 13.6 63.7 13.6 63.7 0 13.6 63.7 0 13.6 63.7 0 13.6 63.7 0 13.6 63.7 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 13.6 0 13.6 0 13.7 0 0 13.6 0 13.7 0 13.6 0 13.7 0 13.6 0 13.0	1 - 1 38807. 8400. 1030A. 10038. 85800A. 8147. 7197. 2088. 37182. 818. 12730. 8194. 5308. 11881. 3067. 4084. 401. 848. 421. 141. 18. 3367. 1888. 7. 488. 348. 6.
ING No. ACFT IM: H-ENE MAINTENAN INECT MAINTENANCE FY SVG III AIRFRAME 1 AIRFRAME 2 FUELG COMPT 3 LOGEAR 4 FLT CONTR 6 ROTOR 12 ENGINEB 14 ALIC PWR 16 ENGINEB 16 ALIC PWR 16 ENGINEB 16 LUGHTING 16 ENGINEB 16 LUGHTING 16 HYDFREU 1	CCE DATA II MANHOUR RE CO 1080.4 1883 246.9 274.6 1182 246.9 274.6 1182 285 278.4 288.6 408.4 46.5 78.2 118.7 7.5 7.8 132.1 6.6 0.0 0.0 54.6 112.7 0.0 0.0 54.6 112.7 0.0 0.0 54.6 112.7 0.0 0.0 54.6 112.7 0.0 0.0 54.6 112.7 0.0 0.0 0.0 54.6 112.7 0.0 0.0 0.0 54.6 112.7 0.0 0.0 0.0 54.6 112.7 0.0 0.0 0.0 54.6 112.7 0.0 0.0 0.0 54.6 112.7 0.0 0.0 0.0 54.6 112.7 0.0 0.0 0.0 0.0 54.6 112.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	13.6 SUNO PE 101 8 83 1 4791.1 606.9 1308.2 1200.2 4306.3 1207.4 207.8 606.8 1207.4 207.8 1208.3 1308.1 1400.0 403.8 216.3 2	128 301 101305 84 2 8230.2 910.0 1204.9 1204.9 901.1 2102.9 901.1 2102.9 1374.8 1404.1 646.1 354.8 1404.1 646.1 1354.8 1404.1 646.1 1354.8 1404.1 646.1 1354.8 1404.1 646.1 1354.8 1404.1 646.1 1354.8 1404.1 646.1 1354.8 1404.1 646.1 1354.8 1404.1 646.1 1354.8 1404.1 646.1 1354.8 1404.1 646.1 1354.8 1404.1 646.1 1354.8 1404.1 646.1 1354.8 1404.1 646.1 1354.8 1404.1 646.1 1354.8 1404.1 646.1 1354.8 1404.1 646.1 1354.8 1404.1 646.1 1354.8 1404.1 1404	PRODUCTIC 65 3 4448.8 700.8 762.0 286.2 7430.9 100.9 2771.3 4643.8 74.1 1263.9 741.1 1263.9 1464.8 1271.8 1283.9 1464.7 1213.8 1464.7 1213.8 1464.7 1213.8 1464.7 1213.8 1464.7 1213.8 1464.7 1213.8 1464.7 1213.8 1464.7 1213.8 1464.7 1213.8 1464.7 1213.8 1464.7 1213.8 1464.7 1464.8 1464.8 1464.8 1464.8 1464.8 1464.8 1464.8 1464.8 1464.8	8.7 SHOCK OF	87 6 1878.8 497.8 618.6 1388.6 4388.9 384.7 1897.8 1898.8 27.1 405.8 27.1 405.8 297.1 33.8 134.3 190.3 194.3	83 88 8 8 1005.4 1888.4 1804.3 1804.3 1218.9 636.1 128.7 188.2 1122.7 188.8 208.2 103.1 618.8 208.2 103.1 618.8 208.2 114.0 20.8 20.8 20.8 20.8 20.8 20.8 20.8 20	13.5 88 7 3860.8 760.8 1460.8 2010.6 7570.7 1400.6 804.7 1367.3 308.4 770.3 308.4 100.2 360.4 100.	90 8 3808.5 512.5 1018.5 1848.4 686.1 2191.8 466.1 71.0 1788.9 718.6 1293.9 247.7 80.0 1293.9 246.4 354.0 108.5 100.5 10	91 9 9 4662.8 1133.8 1446.7 2198.4 7919.7 193.9 2891.9 6394.7 1988.4 365.2 1141.9 134.8 685.1 138.4 578.8 266.9 1046.8 438.1 7.0 13.8 65.7 0.0 6.8	1 - 1 38807. 8400. 1030A. 10008. 5880A. 8147. 7187. 20808. 37188. 12730. 819A. 5007. 408A. 108A. 108A. 1288. 2772. 1288. 1288. 1288. 148A. 148A. 158. 158. 168A. 1
IVG No. ACFT TALL H-SIE MAINTENANCE FY SVG MUC 12 FUBLIS COMPT 13 LOGGAR 14 FLT CONTR 18 ROTOR 18 PUBLIS TO 18 LOGGAR 19 LOGGAR 10 LOGGAR 1	CCE DATA II MANHOUR RE 0 0 1080.4 180.3 246.9 274.6 1122.4 80.3 265.1 4180 965.6 278.4 280.0 408.4 44.6 234.0 118.7 7.5 24.0 118.7 7.5 24.0 118.7 2.0 0.0 0.0 64.6 112.7 0.0 0.0 64.6 112.7 0.0 0.0 64.6 112.7 0.0 0.0 0.0 64.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	13.6 SUNO PE 181 8 83 1 4781.1 608.9 1308.3 1230.6 604.8 1287.4 2073.9 318.4 81.5 1280.3 1368.5 218.5 218.6 608.8 218.7 608.8 218.6 218.6 208.7 78.4 218.8 118.7 0.0 218.8 118.7 0.0 218.8 0.0	128 301 101305 84 2 828.2 918.6 1204.9 1204.9 300.9 801.1 2102.9 121.2 122.5 122.7 804.6 1404.1 604.1 504.6 125.2 125.2 125.2 125.2 125.3 125.2 125.3	PRODUCTIC 65 3 446.8 700.8 762.0 256.2 743.0 668.1 1108.3 2791.3 464.8 74.1 1268.9 769.4 1801.9 344.6 131.6 738.9 148.1 14	8.7 SN BLOCK OF 66 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	87 6 1870.8 497.8 910.5 1300.9 4300.9 304.7 1807.5 1808.8 27.1 405.8 27.1 405.8 27.1 405.8 27.1 200.8 100.3	83 88 8 8 1005.4 1005.4 1006.4 1006.5 1206.5 1206.5 1206.5 1206.7 1006.5	13.5 88 7 3880.9 788.8 1488.8 2010.0 1698.8 3538.6 1397.2 71.7 1408.0 808.4 1397.3 308.4 1397.3 1397.	90 8 3808.8 612.8 1018.	91 9 9 468E8 11338 1448.7 2198.4 7918.7 193.8 299.8 6394.7 38.6 1978.7 1988.4 368.2 1148.8 1088.4 134.8 268.0 0 1088.4 17.0 13.6 63.7 13.6 63.7 0 13.6 63.7 0 13.6 63.7 0 13.6 63.7 0 13.6 63.7 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 0 13.6 63.7 0 13.6 0 13.6 0 13.7 0 0 13.6 0 13.7 0 13.6 0 13.7 0 13.6 0 13.0	1 - 1 38807. 8400. 10304. 10304. 10306. 85800. 8147. 7187. 20888. 37182. 818. 12730. 8194. 8208. 11861. 13057. 4084. 1006. 8738. 2727. 1288. 4081. 141. 18. 3567. 408. 421. 141. 18. 3567.

PROD BLOCK	SVC YR	FY	AVG NO. AIRCRAFT REPORTING	FUGNT HOURS	NUMBER SORTIES	HOURS EQUIPMENT IN SERVICE	PROD BLOCK	SVC	FΥ	AVG NO. AIRCRAFT REPORTING	FLIGHT HOURS	NUMBER SORTIES	HOURS EQUIPMENT IN SERVICE
	-	-	HEP ONLINE		-		_	_	-				***************************************
01	0	81	2.1	99.5	65	6247	07	0	85	6.3	1283.7	575	36612
	1	82	3.9	950.5	523	33952		1	86	10.4	3444.0	1484	90515 60964
	3	83	3.9	1390.7	717	34158		2	87 88	7.0 8.7	2168.3 3236.7	946 1454	752 33
	3	84	3.6	1011.5	489	31494 26531		J	89	8.6	3190.8	1387	74720
	4	85	3.0	920.5 960.4	526 508	36764		5	90	10.2	3055.8	1325	88607
	5	86 87	4.2 1.9	340.2	195	13988		6	91	8.4	2019.8	1082	73055
	6 7	84	2.3	734.9	374	19885		•			40.000		
	á	89	3.8	1377.4	657	33425	08	0	85	0.9	63.3	28	1989
	•	90	3.7	881.1	423	32794		1	86	5.7	2861.2	1194	49879
	10	91	4.5	820.6	482	39484		2	87	5.8	1748.6	792	50764
								3	88		2836.3	1257	64516
02	0	81	1.3	62.7	29	2008		4	89		2359.2	1001	53287
	1	82	10.2	2765.3	1352	88393		5	90		2492.5	1115	69814
	2	83	12.6	4316.5	2091	111245		6	91	7.1	1881.5	965	61934
	3	84	9.6	3164.2	1540	8345 7 79773	09	^	86	0.7	82.5	37	1539
	4	85	9.2	2893.6	1421 1452	82922	•	0	87		542.4	259	10777
	5	86	9.5	2887.3 1457.1	707	46043		2	88		1167.0	497	26157
	8	87 88	5.3 6.7	2376.5	1093	58001		3	89		1524.8	611	27985
		89	8.5	2706.0	1207	74227		4	90		970.7	440	25772
	9	90	9.1	2176.7	1027	79008		5	91		1223.6	597	36577
	10	91	9.1	2192.6	1148	79238							
		•	•				10	0	87	2.8	653.3	330	12228
ಯ	0	82	6.3	839.3	381	27541		1	84	7.9	3266.5	1348	68 688
*-	1	83	13.5	4006.3	1750	116802		2	80		2624.6	1192	63901
	2	84	12.6	3539.3	1802	109021		3			4063.8	1790	74258
	3	85	10.6	2480.5	1186	91740		4	91	7.2	2959.8	1420	62364
	4	86	9.7	2577.2	1202	84000		_			0044	400	20188
	5	87	5.9	1385.6	694	51035	11	0			934.1 1523.1	460 679	32536
	6	88	9.3	2460.2	1156	80357 116910		1 2			1074.5	474	26624
	7	89	13.5	4301.2 3378.3	1938 1612	113285		3			516.0	263	18565
	8	90 91	13.1 11.8	2702.1	1287	102671		•			310.0		
	•		11.0	27041			12	0	84	0.1	105.4	54	592
04	0	83	4.3	990.5	403	18841		1	84	8.2	2542.4	1027	71446
•	1	84	11.5	5450.9	2793	99666		2	90	10.0	2370.3	1072	
	2	85	11,1	5441.4	2800	95940		3	9	9.2	3049.0	1519	79828
	3	86	10.6	4561.5	2748	92352	_	_					
	4	87	8.2	3341.6	2512	71195	13				851.2	351	16614 6425 2
	5	84	8.1	4487.3	3303	701 83 85170		1			2908.8 3517.1	1183 1383	
	6	80	9.8	4138.2	31 86 3372	91532		2	9	1 7.9	3317.1	1303	00200
	7	90 91	10.5 8.5	4511,4 3677.0	2977	73617	14		8	9 1.8	557.4	243	10722
	•	71	0.3	3011.0			•	1			1463.1	666	
05	1	84	7.0	2008.4	906	55853		2			1453.4	720	38579
w	2	85	9.3	3042.5	1495	80962							
	3	30	L.S	2412.6	1187	78890	15	, (9	0 1.9	411.5	153	
	4	87	4.9	1453.2	757	42972		1	9	1 6.2	2267.3	916	54357
	5	84	7.0	2245.7	1065	60711							
	6	80	2.4	1986.8	1029	72631	16		9		700.7	275	
	7	90	9.1	2232.6	1242	79017		1	1 9	1 6.6	2219.8	932	57545
	8	91	9.1	2696.6	1780	79015		,		1.3	448.8	181	6786
				422 -	***	14949	17	•	9	1.3	740.0	101	0.00
06	0	84		702.8	304 1475	76806							
	1	85		3114.0 2910.8	1392	78794							
	2	86 87		;74 9 .5	636	52052							
		64		1415.7	714	42200							
	5			1737.7	847								
				1934,4	861	69640							
	7			1961.2	879	65733							

7/14 H-43E W	MTDWICE DATA		· w	UN FLT HRS BET	TWEEN FALLINES	ŀ					
•			Y ITECAL YEAR			••	87	88	59	90	91
PRODUCTION	81	82	63	84 -	85	86	07	00	0.8	30	•
BLOCK 01	0.383	0.888	0.692	0.460	0.382	0.352	0.209	0.332	0.412	0.352	0.315
BLOCK 02	0.674	0.942	0.629	0.534	0.486	0.452	0.258	0.361	0.433	0.336	0.344
9LOCK 03		0.716	0.567	0.570	0.441	0.500	0.406	0.445	0.670	0.553	0.439
BLOCK 34			0.947	0.589	0.393	0.383	0.331	0.348	0.288	0.329	0.290
BLOCK 05				0.885	0.626	0.515	0.362	0.453	0.333	0.433	0.456 0.545
BLOCK OF				1.240	0.792	0.683	0.517 0.601	0.551 0.732	0.62 9 0.77 5	0.615 0.716	0.541
9LOCK 07		•			0.804 1,151	0.9 6 1 1.307	0.565	0.732	0.534	0.574	0.549
9L00X 38					1,131	2.292	0.721	0.700	0.488	0.322	0.304
3LOCK 09						2.434	0.569	0.425	0.297	0.292	0.209
9LOCK 10							0.000	0.500	0.436	0.239	0.180
9LOCK 11 9LOCK 12								2.635	1,116	0.655	0.578
8,00X 13									0.571	0.349	0.236
BLOCK 14									1.877	0.868	0.563
9LOCK 15										0.459	0.384
BLOCK 16										3,100	1.292
BLOCK 17											2.859
AVO WHE	0.459	0.880	0.672	0.502	0.503	0.555	0.405	0.465	0.472	0.423	0.368
T/M: H-53E WA	MISHANCE DATA		OI	RECT HANT HA	HOURS / FLT I	HOUR					
1/42 11-332 44		B	Y FECAL YEAR		•						91
PRODUCTION	81	82	83	84	85	86	87	86	89	90	37 1
9LOCK 0 !	14,534	5.833	6.643	10.424	14.418	15.063	23,150	15.974	11.130	14.763	14.880
8LOCK 02	11.061	5.931	6.794	8.3.31	11,177	10.977	19.461	15.036	11.414	15.661	15.696
8LDCX 03		7,511	5.771	8.569	13.014	9.784	12.896	9.918	7.894	8.937	14.645
8L00X 04			4,149	7.330	11.117	13.343	22.145	19.249	18.596	15.592	17.531
8LOCK 05				6.018	7.844	9.934	14.438	11.531	15.317	12.580	12.792
BLOCK OS				3.709	6.526	6.701	10.673	9.503	7.408	9.095	10.902
BLOCK 07					5.042	4,504	6.990	5.610	6.204	7.985	12.856
8LOCK 08					7.872	3.565	7.773	5.556	8.217	9.303	11.737 13.684
BLOCK 09						2.104	4.543	5.471	9.238	15.426 12.241	18.828
BLOCK 10							6.593	8.371 6.177	14.378 8.909	10.834	20.997
SLOCK 11								1.020	3.643	6.939	7.637
8L00X 12								1.020	5.042	8.221	11.547
Brock 12									2.065	5.219	7.267
BLOCK 14									2.000	7.051	8.319
BLOCK 15										1,652	5.36B
BLOCK 16											1,476
BLOCK 17 DMH/FH	13,191	6.159	6.521	7.875	9.835	8.882	13.585	10,730	10.202	10.666	12.464
Umply FM	13.131	0,.55	*****								
			•	RECT HANT NA	MANUEL / VER	CEO CALLEC			,		
T/12 H-53E MA	NITIONES ONIA	8	IY FISCAL YEAR		11000 / 100						
PRODUCTON	81	82	83	84	85	86	87	88	89	90	91
aLOCK 01	5.562	5.004	4.597	4.799	5.509	5.295	4.843	5.307	4.586	5.193	4.729
BLOCK 02	7.457	5.586	4.278	4.457	5.438	4.961	5.014	5.427	1.945	5.255	5.396
SLOCK 03	,,43,	5.379	4.513	4.888	5.743	4.894	5.159	4,418	5.286	4.942	6.432
BLOCK 04			3.929	4.319	4.365	5.104	7.322	6.689	5.350	5,123	5.088
9LOCK 05				5.328	4,908	5.117	5.230	5.228	5.093	5,450	5.839
BLOCK OF			:	4.597	5.165	4.575	5.516	5.235	4.863	5.597	5.937
8L00X 07			•		4.055	4,421	4.201	4.107	4.809	5.734	6.958
9LOCK 08					3.305	4.660	4.389	4.051	5.210	5.335 4.965	5.268 4,161
3.00X 09						4.822	3.278	3.82B	4,50 5 4,2 5 7	3,580	3.943
9L00X 10							3.753	3.55 <i>7</i> 3.08 9	3.880	2.594	3.785
BLOCK 11								2,688	4.088	4,542	4,411
9L00X 12								4,000	3,449	2.872	2,724
9L00X 13									3.878	4.532	4.174
9L00X 14										3.243	2.36
#LOCK 15										5,123	5 935
#LOCK 16											4 2 2 0
#LOCK 17 344/VF	6.061	5,418	4.383	4,618	4.943	4.932	5,499	4.990	4.820	4,510	4 586
,, , , ,		· · · -									

H-53E AGE DATA FISCAL TO SERVICE YEAR CHART

SERVICE YEAR

BLK	DETA 0	1	2	3	4	5	6	7	8	9	10
01	81	82	83	84	85	86	87	88	89	90	91
02	81	82	83	84	85	86	87	88	89	90	91
03	82	83	84	85	86	87	88	89	90	91	
04	83	84	85	86	87	88	89	90	91		-
05	83	84	85	86	87	88	89	90	91		
06	84	85	86	87	88	89	90	91		-	
07	85	86	87	88	89	90	91		=		
08	85	86	87	88	89	90	91				
09	86	87	88	89	90	91		-			
10	87	88	89	90	91		_				
11	88	89	90	91		-					:
12	88	89	90	91							
13	89	90	91		-						
14	89	90	91								
15	90	91		•							
16	90	91									
17	91		-	•							

AIRCRAFT USAGE INFORMATION:

		T HOURS	Y PROCURI	MENT BLOC	:K						
H-53E REPORTED	IOTAL PLIM										
SERVICE YEAR	0	1	2	3	4	5	6	7	8	9	10
PROD BLOCK	•										
BLOCK 01	99.5	959.5	1390.7	1011.5	920.5	960.4	340.2	734.9	1377.4	881.1	820.6
BLOCK 02	62.7	2765.3	4316.5	3164.2	2893.6	2887.3	1457.1	2376.5	2708.0	2176.7	2192.6
BLOCK 03	839.3	4008.3	3539.3	2480.5	2577.2	1385.6	2460.2	4301.2	3378.3	2702.1	
BLOCK 04	990.5	5450.9	5441.4	4561.5	3341.6	4487.3	4138.2	4511.4	77.0		
BLOCK 05		2059.4	3042.5	2412.6	1453.2	2245.7	1986.8	2232.6	2695.6		
BLOCK OF	702.8	3114.0	2910.8	1749.5	1415.7	1737.7	1934.4	1961.2			
BLOCK 07	1283.7	3444.0	2168.3	3236.7	3190.8	3055.8	2019.8				
BLOCK CB	63.3	2861.2	1748.6	2836.3	2359.2	2492.5	1881.5				
BLOCK 09	82.5	542.4	1167.0	1524.8	970.7	1223.6					
BLOCK 10	853.3	3266.5	2624.6	4063.8	2959.8						
BLOCK 11	934.1	1523.1	1074.5	516.0							
BLOCK 12	105.4	2542.4	2370.3	3049.0							
BLOCK 13	851.2	2908.8	3517.1								
BLOCK 14	557.4	1463.1	1453.4								
BLOCK 15	411.5	2267.3					•	-	•		
BLOCK 16	700.7	2219.									•
BLOCK 17	448.8										
TOTAL FLT HRS:	8986.7	41396.0	36765.0	30606.4	22082.3	20475.9	16218.2	16117.8	13836.3	5759.9	3013.2
TOTAL FLT HRE:	8986.7	41396.0	36765.0	30606.4	22082.3	20475.9	16218.2	16117.8	13836.3		
TOTAL FLT HRS:	8986.7	41396.0	36765.0	30606.4	22082.3	20475.9	16218.2	16117.8	13836.3		3013.2
TOTAL FLT HRS:		, ************************************		********		***************************************	16219.2	16117.8	13836.3		
*****************		, ************************************		********		***************************************	16218.2	16117.8	*******		
T/M: H-53E AVER	AGE NUMBER	OF REPOR	TING AIRC	RAFT BY	ROCURERE	T BLOCK	*******	******	8******	발표를 보고 있으 로	32332XX
T/M: H-53E AVER	AGE NUMBER	OF REPOR	TING AIRC	RAFT BY	ROCURERE	T BLOCK	*******	7	8******	발표를 보고 있으 로	32332XX
T/M: H-53E AVER SERVICE YEAR PROD BLOCK	LAGE NUMBER	OF REPOR	TING AIRC	PRAFT BY F	PROCUREMEN 4	T BLOCK	***************************************	7	8	9	10
T/M: H-53E AVER SERVICE YEAR PROD BLOCK BLOCK 01	UAGE NUMBER 0 2.1	OF REPOR	3.9 12.8 12.6	FRAFT BY F	PROCUREMEN 4	T BLOCK 5 4.2	6	7 2.3	8	9 3.7	10
T/M: H-53E AVER SERVICE YEAR PROD BLOCK BLOCK 01 BLOCK 02	0 2.1 1.3	3.9 10.2	3.9 12.8 12.6 11.1	3 3.6 9.6	PROCUREMEN 4 3.0 9.2	T BLOCK 5 4.2 9.5	6 1.9 5.3	7 2.3 6.7	8 3.8 8.5	9 3.7 9.1	10
T/M: H-53E AVER SERVICE YEAR PROD BLOCK BLOCK 01 BLOCK 02 BLOCK 03	0 2.1 1.3 6.3	3.9 10.2 13.5	3.9 12.8 12.6	3.6 9.6 10.6	**************************************	T BLOCK 5 4.2 9.5 5.9	6 1.9 5.3 9.3 9.8 8.4	7 2.3 6.7 13.5	3.8 8.5 13.1	9 3.7 9.1	10
T/H: H-53E AVER SERVICE YEAR PROD BLOCK BLOCK 01 BLOCK 02 BLOCK 03 BLOCK 04	0 2.1 1.3 6.3	3.9 10.2 13.5 11.5	3.9 12.8 12.6 11.1	3.6 9.6 10.6 10.6 8.8 6.0	**************************************	T BLOCK 5 4.2 9.5 5.9 8.1	6 1.9 5.3 9.3 9.8	7 2.3 6.7 13.5 10.5	3.8 8.5 13.1 8.5	9 3.7 9.1	10
T/H: H-53E AVER SERVICE YEAR PROD BLOCK BLOCK 01 BLOCK 02 BLOCK 03 BLOCK 04 BLOCK 05	2.1 1.3 6.3 4.3	3.9 10.2 13.5 11.5 7.0	3.9 12.8 12.6 11.1	3.6 9.6 10.6 8.8	3.0 9.2 9.7 8.2 4.9	T BLOCK 5 4.2 9.5 5.9 8.1 7.0	1.9 5.3 9.3 9.8 8.4	7 2.3 6.7 13.5 10.5 9.1	3.8 8.5 13.1 8.5	9 3.7 9.1	10
T/M: H-53E AVER SERVICE YEAR PROD BLOCK BLOCK 01 BLOCK 02 BLOCK 03 BLOCK 04 BLOCK 05 BLOCK 06	2.1 1.3 6.3 4.3	3.9 10.2 13.5 11.5 7.0	3.9 12.8 12.6 11.1 9.3 9.1	3.6 9.6 10.6 10.6 8.8 6.0	3.0 9.2 9.7 8.2 4.9	T BLOCK 5 4.2 9.5 5.9 8.1 7.0 6.2	6 1.9 5.3 9.3 9.8 8.4	7 2.3 6.7 13.5 10.5 9.1	3.8 8.5 13.1 8.5	9 3.7 9.1	10
T/M: H-53E AVER SERVICE YEAR PROD BLOCK BLOCK 01 BLOCK 02 BLOCK 03 BLOCK 04 BLOCK 05 BLOCK 06 BLOCK 06	2.1 1.3 6.3 4.3	3.9 10.2 13.5 11.5 7.0 8.8 10.4	3.9 12.8 12.6 11.1 9.3 9.1 7.0	3.6 9.6 10.6 10.6 9.8 6.0 8.7	3.0 9.2 9.7 8.2 4.9 4.8 8.6	T BLOCK 5 4.2 9.5 5.9 8.1 7.0 6.2 10.2	6 1.9 5.3 9.3 9.8 8.4 8.0	7 2.3 6.7 13.5 10.5 9.1	3.8 8.5 13.1 8.5	9 3.7 9.1	10
T/M: H-53E AVER SERVICE YEAR PROD BLOCK BLOCK 01 BLOCK 02 BLOCK 03 BLOCK 04 BLOCK 05 BLOCK 06 BLOCK 07 BLOCK 08	2.1 1.3 6.3 4.3 3.4 6.3 0.9	3.9 10.2 13.5 11.5 7.0 8.8 10.4 5.7	3.9 12.8 12.6 11.1 9.3 9.1 7.0	3.6 9.6 10.6 10.6 8.8 6.0 8.7	3.0 9.2 9.7 8.2 4.9 4.8 8.6 6.1	T BLOCK 5 4.2 9.5 5.9 8.1 7.0 6.2 10.2 8.0	6 1.9 5.3 9.3 9.8 8.4 8.0	7 2.3 6.7 13.5 10.5 9.1	3.8 8.5 13.1 8.5	9 3.7 9.1	10
T/M: H-53E AVER SERVICE YEAR PROD BLOCK BLOCK 01 BLOCK 02 BLOCK 03 BLOCK 04 BLOCK 05 BLOCK 06 BLOCK 07 BLOCK 08 BLOCK 09	2.1 1.3 6.3 4.3 3.4 6.3 0.9	3.9 10.2 13.5 11.5 7.0 8.8 10.4 5.7	3.9 12.8 12.6 11.1 9.3 9.1 7.0 5.8 3.0	3.6 9.6 10.6 10.6 8.8 6.0 8.7 7.4	3.0 9.2 9.7 8.2 4.9 4.8 8.6 6.1 2.9	T BLOCK 5 4.2 9.5 5.9 8.1 7.0 6.2 10.2 8.0	6 1.9 5.3 9.3 9.8 8.4 8.0	7 2.3 6.7 13.5 10.5 9.1	3.8 8.5 13.1 8.5	9 3.7 9.1	10
T/M: H-53E AVER SERVICE YEAR PROD BLOCK BLOCK 01 BLOCK 02 BLOCK 03 BLOCK 04 BLOCK 05 BLOCK 06 BLOCK 07 BLOCK 08 BLOCK 09 BLOCK 10	2.1 1.3 6.3 4.3 3.4 6.3 0.9	3.9 10.2 13.5 11.5 7.0 8.8 10.4 5.7 1.3	3.9 12.8 12.6 11.1 9.3 9.1 7.0 5.8 3.0 7.3	3.6 9.6 10.6 10.6 8.8 6.0 8.7 7.4 3.2 8.5	3.0 9.2 9.7 8.2 4.9 4.8 8.6 6.1 2.9	T BLOCK 5 4.2 9.5 5.9 8.1 7.0 6.2 10.2 8.0	6 1.9 5.3 9.3 9.8 8.4 8.0	7 2.3 6.7 13.5 10.5 9.1	3.8 8.5 13.1 8.5	9 3.7 9.1	10
T/M: H-53E AVER SERVICE YEAR PROD BLOCK BLOCK 01 BLOCK 02 BLOCK 03 BLOCK 04 BLOCK 05 BLOCK 06 BLOCK 07 BLOCK 08 BLOCK 09 BLOCK 10 BLOCK 10	2.1 1.3 6.3 4.3 3.4 6.3 0.9 0.7 2.8 2.8	3.9 10.2 13.5 11.5 7.0 8.8 10.4 5.7 1.3 7.9 3.7	3.9 12.8 12.6 11.1 9.3 9.1 7.0 5.8 3.0 7.3 3.0	3.6 9.6 10.6 10.6 8.8 6.0 8.7 7.4 3.2 8.5 2.1	3.0 9.2 9.7 8.2 4.9 4.8 8.6 6.1 2.9	T BLOCK 5 4.2 9.5 5.9 8.1 7.0 6.2 10.2 8.0	6 1.9 5.3 9.3 9.8 8.4 8.0	7 2.3 6.7 13.5 10.5 9.1	3.8 8.5 13.1 8.5	9 3.7 9.1	10
T/M: H-53E AVER SERVICE YEAR PROD BLOCK BLOCK 01 BLOCK 03 BLOCK 04 BLOCK 05 BLOCK 06 BLOCK 07 BLOCK 08 BLOCK 09 BLOCK 10 BLOCK 11 BLOCK 12	2.1 1.3 6.3 4.3 3.4 6.3 0.9 0.7 2.8 2.8	3.9 10.2 13.5 11.5 7.0 8.8 10.4 5.7 1.3 7.9 3.7	3.9 12.8 12.6 11.1 9.3 9.1 7.0 5.8 3.0 7.3 3.0	3.6 9.6 10.6 10.6 8.8 6.0 8.7 7.4 3.2 8.5 2.1	3.0 9.2 9.7 8.2 4.9 4.8 8.6 6.1 2.9	T BLOCK 5 4.2 9.5 5.9 8.1 7.0 6.2 10.2 8.0	6 1.9 5.3 9.3 9.8 8.4 8.0	7 2.3 6.7 13.5 10.5 9.1	3.8 8.5 13.1 8.5	9 3.7 9.1	10
T/M: H-53E AVER SERVICE YEAR PROD BLOCK BLOCK 01 BLOCK 02 BLOCK 03 BLOCK 04 BLOCK 05 BLOCK 06 BLOCK 07 BLOCK 08 BLOCK 09 BLOCK 10 BLOCK 10 BLOCK 11 BLOCK 12 BLOCK 13	2.1 1.3 6.3 4.3 3.4 6.3 0.9 0.7 2.8 2.8 0.1 2.0	3.9 10.2 13.5 11.5 7.0 8.8 10.4 5.7 1.3 7.9 3.7	3.9 12.8 12.6 11.1 9.3 9.1 7.0 5.8 3.0 7.3 3.0 10.0 7.9 4.4	3.6 9.6 10.6 10.6 8.8 6.0 8.7 7.4 3.2 8.5 2.1	3.0 9.2 9.7 8.2 4.9 4.8 8.6 6.1 2.9	T BLOCK 5 4.2 9.5 5.9 8.1 7.0 6.2 10.2 8.0	6 1.9 5.3 9.3 9.8 8.4 8.0	7 2.3 6.7 13.5 10.5 9.1	3.8 8.5 13.1 8.5	9 3.7 9.1	10
T/M: H-53E AVER SERVICE YEAR PROD BLOCK BLOCK 01 BLOCK 02 BLOCK 03 BLOCK 04 BLOCK 05 BLOCK 06 BLOCK 07 BLOCK 08 BLOCK 09 BLOCK 10 BLOCK 10 BLOCK 11 BLOCK 12 BLOCK 13 BLOCK 14	2.1 1.3 6.3 4.3 3.4 6.3 0.9 0.7 2.8 0.1 2.0	3.9 10.2 13.5 11.5 7.0 8.8 10.4 5.7 1.3 7.9 3.7 8.2 7.4	3.9 12.8 12.6 11.1 9.3 9.1 7.0 5.8 3.0 7.3 3.0	3.6 9.6 10.6 10.6 8.8 6.0 8.7 7.4 3.2 8.5 2.1	3.0 9.2 9.7 8.2 4.9 4.8 8.6 6.1 2.9	T BLOCK 5 4.2 9.5 5.9 8.1 7.0 6.2 10.2 8.0	6 1.9 5.3 9.3 9.8 8.4 8.0	7 2.3 6.7 13.5 10.5 9.1	3.8 8.5 13.1 8.5	9 3.7 9.1	10
T/M: H-53E AVER SERVICE YEAR PROD BLOCK BLOCK 01 BLOCK 02 BLOCK 03 BLOCK 04 BLOCK 05 BLOCK 06 BLOCK 07 BLOCK 08 BLOCK 09 BLOCK 10 BLOCK 10 BLOCK 11 BLOCK 12 BLOCK 13 BLOCK 14 BLOCK 15	2.1 1.3 6.3 4.3 3.4 6.3 0.9 0.7 2.8 0.1 2.0 1.8	3.9 10.2 13.5 11.5 7.0 8.8 10.4 5.7 1.3 7.9 3.7 8.2 7.4	3.9 12.8 12.6 11.1 9.3 9.1 7.0 5.8 3.0 7.3 3.0 10.0 7.9 4.4	3.6 9.6 10.6 10.6 8.8 6.0 8.7 7.4 3.2 8.5 2.1	3.0 9.2 9.7 8.2 4.9 4.8 8.6 6.1 2.9	T BLOCK 5 4.2 9.5 5.9 8.1 7.0 6.2 10.2 8.0	6 1.9 5.3 9.3 9.8 8.4 8.0	7 2.3 6.7 13.5 10.5 9.1	3.8 8.5 13.1 8.5	9 3.7 9.1	10

SERVICE YEAR PROD BLOCK BLOCK 01 BLOCK 02 BLOCK 03 BLOCK 04 BLOCK 06 BLOCK 07 BLOCK 08 BLOCK 09 BLOCK 10 BLOCK 11 BLOCK 11 BLOCK 12 BLOCK 13 BLOCK 14 BLOCK 13	0 0.38 0.47 0.72 0.95 1.24 0.00 1.15 2.29 0.57 0.50 2.64	1 9,82 9,94 9,67 9,59 0,89 9,79 9,98 1,31 0,72 0,42	0.69 0.63 0.57 0.39 0.63 0.60 0.56 0.70	3 0.46 0.53 0.44 0.38 0.52 0.58 0.73	0.38 0.49 0.50 0.33 0.36	0.35 0.45 0.41 0.35	6.21 0.24 0.45	7 0.33 0.36 0.67	0.4 0.4 0.5%	9 0.35 0.34 0.44	0.32 0.34
BLOCK 01 BLOCK 02 BLOCK 03 BLOCK 04 BLOCK 05 BLOCK 06 BLOCK 07 BLOCK 08 BLOCK 09 BLOCK 10 BLOCK 11 BLOCK 11 BLOCK 12 BLOCK 12 BLOCK 13 BLOCK 14 BLOCK 15	0.67 0.72 0.93 1.24 0.80 1.15 2.29 0.57 0.50 2.64	9.94 9.67 9.59 0.89 0.79 0.98 1.31 0.72	0.43 0.57 0.39 0.43 0.40 0.40 0.34	0.53 0.44 0.38 0.52 0.53	0.49 0.50 0.33 0.36	0.45	0.26 0.45	0.36	0.4	0.34	
BLOCK 02 BLOCK 03 BLOCK 04 BLOCK 05 BLOCK 06 BLOCK 08 BLOCK 09 BLOCK 19 BLOCK 10 BLOCK 11 BLOCK 12 BLOCK 12 BLOCK 13 BLOCK 13	0.67 0.72 0.93 1.24 0.80 1.15 2.29 0.57 0.50 2.64	9.94 9.67 9.59 0.89 0.79 0.98 1.31 0.72	0.43 0.57 0.39 0.43 0.40 0.40 0.34	0.53 0.44 0.38 0.52 0.53	0.49 0.50 0.33 0.36	0.45	0.26 0.45	0.36	0.4	0.34	
BLOCE 03 BLOCE 04 BLOCE 05 BLOCE 06 BLOCE 07 BLOCE 08 BLOCE 10 BLOCE 10 BLOCE 11 BLOCE 12 BLOCE 13 BLOCE 14 BLOCE 14 BLOCE 14 BLOCE 15	0.72 0.95 1.24 0.80 1.15 2.29 0.57 0.50 2.64	0.67 0.59 0.49 0.79 0.90 1.31 0.72	0.57 0.39 0.43 0.40 0.40 0.34 0.70	0.44 0.38 0.52 0.53 0.73	0.50 0.33 0.36	0.41	0.45				
NIOTE 04 NIOCE 05 NIOCE 05 NIOCE 07 NIOCE 09 NIOCE 10 NIOCE 11 NIOCE 12 NIOCE 13 NIOCE 14 NIOCE 14	0.98 1.24 0.80 1.18 2.29 0.57 0.50 2.64	0.49 0.79 0.90 1.31 0.72	0.63 0.60 0.60 0.36 0.70	0.\$2 0.\$3 0.73	0.36	0.35					
NLOCE 05 NLOCE 06 NLOCE 07 NLOCE 09 NLOCE 10 NLOCE 11 NLOCE 11 NLOCE 13 NLOCE 13 NLOCE 14 NLOCE 14 NLOCE 14	1.24 0.80 1.15 2.29 0.57 0.50 2.64	0.49 0.79 0.90 1.31 0.72	0.63 0.60 0.60 0.36 0.70	0.\$2 0.\$3 0.73	0.36		0.29	6.33	0.29		
NLOCK 06 NLOCK 07 NLOCK 08 NLOCK 09 NLOCK 10 NLOCK 11 NLOCK 12 NLOCK 13 NLOCK 13 NLOCK 14 NLOCK 15	0.80 1.15 2.29 0.57 0.50 2.44 0.57	0.98 1.31 0.72 0.42	0.60 0.36 0.70	0.73	0.55	0.45	0.33	0.43	0.46		
NLOCE 07 NLOCE 09 NLOCE 10 NLOCE 11 NLOCE 12 NLOCE 12 NLOCE 13 NLOCE 14 NLOCE 15	0.80 1.15 2.29 0.57 0.50 2.44 0.57	1.31 0.72 0.42	0.54			0.63	0.62	0.34			
LLOCE 08 SLOCE 09 SLOCE 10 SLOCE 11 SLOCE 12 SLOCE 13 SLOCE 14 SLOCE 15	1.15 2.29 0.57 0.30 2.44 0.37	0,72 0.42	0.70	0.73	0.70	0.73	9.54				
NLOCE 09 NLOCE 10 NLOCE 11 NLOCE 12 NLOCE 13 NLOCE 14 NLOCE 15	2.29 0.57 0.50 2.64 0.57	0.42			0.63	0.57	0.45				
NACE 18 NACE 11 NACE 12 NACE 13 NACE 14 NACE 13	0.30 2.44 0.37		0.36	0.49	0.32	0.30					
NLOCE 11 NLOCE 13 NLOCE 14 NLOCE 15	2.44 0.37	9.44	7.24	0.29	0.21						
ALOCE 13 ALOCE 14 ALOCE 15	0.57		0.24	0.18							
NLOCE 14 NLOCE 15		1.12	0.45	0.58							
LOCK 15		0.15	0.24								
	1.88	0.87	0.54								
	0.46	0.38		•							
LOCE 16	3.10	1.29									
LOCK 17	2.84			· .							
VI ICTOR'S	0.80	0.44	0.45	0.46	0.40	0.45	0.37	0.43	0.40	0.38	0.3
***********	*								-		
EPORTED DIRECT HAIN	TIBUANCE KAI	1000M 767	PLIGHT BO	XX (100)7	W)				LL WOOS RE	PORTING	
ERVICE YEAR	•	1	2	3	4	5	•	7	•	•	1
NOS NLOCK			6.64	10.42	14.42	15.06	23.16	15.97	11.13	14.76	14.
LOCE 01	14.53	5.63									
LOCK 01	11.06	5.93	6.79	8.35	11.10	10.98	19.46	15.04	11.41	15.66	15.
LOCK 93	7.51	6,77	8.57	13.61	9.78	12.70	9.92	7.49	8.94	14.65	
LOCE 94	4.15	7.33	11.12	13.34	22.14	19.25	18.60	15.59	17.53		
LOCK 05		4.02	7.84	9.93	14.44	11.53	15.32	12.58	12,79		
LOCE 06	3.71	6.53	6.70	10.67	9.50	7.41	9.09	10.90			
LOCK 07	5.04	4.50	6.99	5.61	6.20	7.98	12.86				
LOCK 00	2.87	3.57	7.77	5.56	8.22	9.30	11.74				
LOCK 09	2.10	4.54	5.47	9.24	15.43	13.68					
LOCE 10	6.59	8.37	14.38	12.24	18.83						
LOCK 11	6.10	0.91	10.83	21.00							
LOCK 12	1.02	3.64	6.94	7.64							
LOCE 13	6.04	0.22	11.55								
LOCE 14	2.07	5.22	7.27								
LOCE 15	7.96	0.32									
LOCK 16	1.65	9.37									
LOCE 17	1.48										
VE DIGE/FE:	4.95	6.34	1.44	9.98	13.09	12.37	14.41	12.49	12.68	15.05	15.
************	********		*********				********	*********	*********		
EPORTED DIRECT HAIF									LL WOCS RI		
ENVICE YEAR	•	1	2	3	4	5	•	7		,	
LOCK 01	5.56	5.00	4.60	4.80	5.51	5.30	4.84	5.31	4.59	5.19	4.
LOCK #1	7.46	5.59	4.20	4.46	5.44	4.96	5.01	5.43	4.94	5.25	3.
LOCK #1	5.38	4.51	4.89	5.74	4.19	5.16	4.42	5.29	4.94	6.43	
LOCE 04	2.93	4.32	4.37	5.10	7.32	6.69	5.15	5.12	5.09		
LOCK 05		5.33	4.91	5.12	5.23	5.23	5.09	5.45	5.84		
LOCK 44	4.40	\$.17	4.50	5.52	5.23	4.66	5.60	5.94			
LOCE #7	4.06	4.42	4.20	4.11	4.81	5.73	6.16				
LOCK 48	3.31	4.66	4.39	4.05	5.21	5.34	5.27				
LOCK 09	4.02	2.28	3.83	4.51	4.36	4.16					
LOCK 10	3.75	3.54	4.27	3.54	3.94	-					
	3.09	3.88	2.59	2.79							
LOCK 11	2.49	4.07	1.54	4.41							
LOCE 12		2.87	2.72								
LOCE 13	3.45		4.09								
LOCK 14	1.66	4.53	7.07								
LOCK 15	3.24	3.20 4.94									
LOCE 16 LOCE 17	5.12 4.22	4.74							-		
VS D408/VF1		4.16	4.02	4.53	5.24	5.53	3.20	5.34	9.12	3.72	 3.

H-53E SIGNIFICANT MAJOR SYSTEMS CONTRIBUTING TO HAINTENANCE WORKLOAD BASED ON TOTAL REPORTED WUC FAILURE AND DIRECT MAINTENANCE MANHOUR DATA

* CHANGE PER YEAR (- indicates decrease) MANHOURS MFHFB DMH/FH DMH/VF FAILURES RANK NUC 0.054 304441.4 -0.043 0.192 88085 1 11 AIRFRAME 0.044 -0.023 0.073 475759.4 2 72297 15 ROTOR 264790.6 -0.054 0.248 0.059 3 59271 29 ENG INSTAL 0.086 0.021 -0.041 4 29629 162247.9 DRIVES/XMSN 26 0.161 0.010 -0.068 114845.9 5 26501 ELECT PWR 42 0.014 -0.035 0.080 88711.6 22075 LDGEAR 13 0.166 0.040 -0.047 7 20207 63276.1 12 FUSLG COMPT 0.169 0.033 85326.1 -0.053 8 19753 FUEL SYS 46 0.051 -0.012 75014.4 0.115 9 18910 22 ENGINES 0.010 133485.7 -0.051 0.083 10 17246 FLT CONTR 14 0.000 -0.034 0.047 52753.6 17019 11 44 LIGHTING 0.016 0.028 -0.013 12 12234 54555.9 24 AUX PWR -0.031 0.036 -0.001 10692 58777.7 13 45 HYD/PNEU 0.017 0.135 -0.050 14 8047 30638.0 49 MSC UTIL 50650.9 -0.052 0.179 0.030 7115 15 . INTGR GUID 57 0.130 -0.024 0.221 6633 35982.5 16 INTERCOM 64 0.651 0.128 -0.051 17 5133 25044.8 INSTR 51 0.216 0.050 -0.060 4676 32041.4 18 71 RADIO NAV 0.144 19 2924 22448.5 -0.025 0.256 VHF 62 0.093 -0.053 0.317 2256 10925.9 20 63 UHF -0.008 0.019 0.010 21 2216 16647.1 72 RADAR NAV -0.000 0.052 19487.2 -0.037 22 2189 56 FLT REF 0.055 0.048 12332.8 -0.015 23 2029 61 HF -0.074 1.724 0.033 1247 4436.8 24 COUNTERMEAS 76 0.077 0.270 -0.044 1795.7 EMERG EQUIP 25 961 91 8401.9 -0.047 0.119 0.022 26 951 65 IFF 0.020 -0.025 0.053 895 5428.4 27 AC/PRES 41 -0.091 0.402 -0.03128 547 2090.0 COM/NAV/IFF 67 13.788 0.095 -0.100 29 401 846.4 EXPL DEV 97 6.257 0.024 -0.070 331 827.5 30 75 WEAPN DEL 1.291 0.014 31 211 3298.3 -0.104 66 ELT -0.035 -0.048 463.7 -0.070 32 68 PERS EQUIP 96 68 303.6 0.011 0.055 0.104 33 73 BOMBING NAV -0.087 -0.104 0.146 73.5 35 34 MSC COMM 69 -0.052 -0.060 97.9 -0.084 27 35 TOW TARGET 92 0.029 -0.016 9.i -0.057 7 36

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PHOTORECON

TOTAL

77

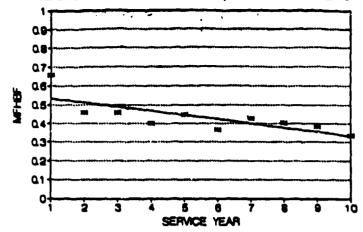
Enclosure (1) Page S

H-SUE HELICOPTER

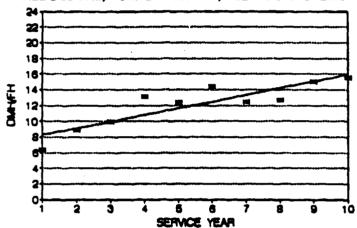
TOTAL AIRCRAFT, ALL WUC SYSTEMS

SVC YR	MFHBF	PREDICT		
0	0.80	0.58		
1	0.66	0.53	Constant	0.558
2	0.45	0.51	Std Err of Y Est	0.280
3	0.46	0.49	R Squared	0.583
4	0.40	0.47	No. of Observations	10.000
5	0.45	0.44	Degrees of Freedom	8,000
6	0.37		•	
7	0.43	0.40	X Coefficient(a) -0.02	2
8	0.40	0.38	Std Err of Coef. 0.00	7
9	0.38	0.36		
10	0.34	0.33	CHANGE FACTOR:	0.912
			% CHANGE OVER 10 YRS:	-0.400
			% CHANGE/YR:	-0.040
			SLOPE (- DECREASE):	-0.022
LINE BASED	ON MAINTEN	ANCE HO	URS PER FLIGHT HOUR	ALL BLOCKS
SVC YR		PREDICT		
0.	4.95	• • • • •		
1	8.34		Constant	7.416
2	8.84		Std Err of Y Est	1.432
3	9.95		R Squered	0.783
4	13.09		No. of Observations	10.000
5	12.37	11.64	Degrees of Freedom	8.000
6	14.41	12.49		
7	12.49	13.34	X Coefficient(s) 0.84	6
8 -	12.68	14.18	Std Err of Coef. 0.15	8
9	15.06	15.03		
10	15.47	15.87	CHANGE FACTOR:	1.013
			% CHANGE OVER 10 YRS:	1.140
			% CHANGE/YR:	0.114
•			SLOPE (- DECREASE):	0.846
-				
UNE BASED			URB PER VERIFIED FAILURE	ALL BLOCKS
SVCYR	DMHVF	PREDICT		
SVC YR	DMHVF 3.94	PREDICT 4.20	Regression Output:	,
SVC YR 0 1	DMH/VF 3.94 4.18	PREDICT 4.20. 4.35	Regression Output:	4.203
SVC YR	DMH-VF 3.94 4.18 4.02	PREDICT 4.20. 4.35 4.50	Regression Output: Constant Std Err of Y Est	4.203 0.389
SVC YR 0 1	DMH/VF 3.94 4.18	PREDICT 4.20. 4.35 4.50	Regression Output:	4.203
SVC YR 0 1	DMH-VF 3.94 4.18 4.02	PREDICT 4.20. 4.35 4.50 4.65	Regression Output: Constant Std Err of Y Est	4.203 0.389
SVC YR 0 1 2 3	0MHAVF 3.94 4.18 4.02 4.63	PREDICT 4.20. 4.35 4.50 4.65 4.79	Regression Output: Constant Std Err of Y Est R Squared	4.203 0.389 0.597
SVC YR 0 1 2 3	DMHAVF 3.94 4.16 4.02 4.53 5.24	PREDICT 4.20. 4.35 4.50 4.65 4.79	Regression Output: Constant Std Err of Y Est R Squered No. of Observations	4.203 0.389 0.597 10.000
SVC YR 0 1 2 3 4	DMHAVF 3.84 4.18 4.02 4.63 5.24 5.53	PREDICT 4.20. 4.35 4.50 4.65 4.79 4.94 5.00	Regression Output: Constant Std Err of Y Est R Squered No. of Observations	4.203 0.389 0.597 10.000 8.000
SVC YR 0 1 2 3 4 5	DMHAVF 3.94 4.18 4.02 4.53 5.24 5.53 5.28	PREDICT 4.20. 4.35 4.50 4.65 4.79 4.94 5.09 5.24	Regression Output: Constant Std Err of Y Est R Squared No. of Observations Degress of Freedom	4.203 0.389 0.597 10.000 8.000
SVC YR 0 1 2 3 4 5 6 7	DMHAVF 3.84 4.18 4.02 4.53 5.24 5.53 5.28 5.34	PREDICT 4.20. 4.35 4.50 4.65 4.79 4.94 5.09 5.24	Regression Output: Constant Std Err of Y Est R Squared No. of Observations Degress of Freedom X Coefficient(s) 0.14	4.203 0.389 0.597 10.000 8.000
SVC YR 0 1 2 3 4 5 6 7	DMHAVF 3.84 4.18 4.02 4.53 5.24 5.53 5.28 5.34 5.12	PREDICT 4.20. 4.35 4.50 4.65 4.79 4.94 5.00 5.24 5.36	Regression Output: Constant Std Err of Y Est R Squared No. of Observations Degress of Freedom X Coefficient(s) 0.14	4.203 0.389 0.597 10.000 8.000
SVC YR 0 1 2 3 4 5 6 7	DMHAVF 3.94 4.18 4.02 4.53 5.24 6.53 5.28 5.34 5.12 5.72	PREDICT 4.20. 4.35 4.50 4.65 4.79 4.94 5.00 5.24 5.36	Regression Output: Constant Std Err of Y Est R Squared No. of Observations Degress of Freedom X Coefficient(s) 0.14 Std Err of Coef. 0.04	4.203 0.389 0.597 10.000 8.000
SVC YR 0 1 2 3 4 5 6 7	DMHAVF 3.94 4.18 4.02 4.53 5.24 6.53 5.28 5.34 5.12 5.72	PREDICT 4.20. 4.35 4.50 4.65 4.79 4.94 5.00 5.24 5.36	Regression Output: Constant Std Err of Y Est R Squared No. of Observations Degress of Freedom X Coefficient(s) 0.14 Std Err of Coef: 0.04 CHANGE FACTOR:	4.203 0.389 0.597 10.000 8.000

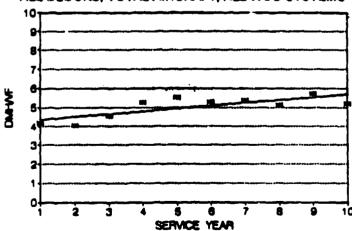




H-53E MAINTENANCE HOURS PER FLIGHT HOUR TREND ALL BLOCKS, TOTAL AIRCRAFT, ALL WUC SYSTEMS



H-63E MAINTENANCE HOURS PER FAILURE TREND ALL BLOCKS, TOTAL AIRCRAFT, ALL WUC SYSTEMS



E-2C TREND LINE BASED ON MEAN FLIGHT HOURS BETWEEN FAILURE

•				
SVC Y	The sales	PREDICT		
٥	1.26	0.81	Regression Output:	
1	1.04	0.78	Constant	0.000034
- 3	0.76	0.75	Bad Err of Y Est	0.168841
3	0.63	0.73	R Squartd	0.400361
4	0.55	0.70	No. of Observations	20
5	0.48	0.67	Degrees of Freedom	18
8	0.41	0.84	•	
7	0.44	0.62	X Coefficient(s) -0.02728	
8	0 51	0.59	Std Err of Coef. 0.008551	
9	0.46	0.56		
10	0.41	0.53	CHANGE FACTOR:	0.897
11	0.49	0.51	% CHANGE OVER 10 YRS:	-0.338
12	0.47	0.48	% CHANGE/YR:	-0.034
13	0.46	0.45	SLOPE + DECPEASE:	0.027
14	0.46	0.43		
15	0.45	0.40		
16	0.44	0.37		
17	0.41	0.34		
18	0.42	0.32		
19	0.30	0.29		
20	u.,	0.26		
20		4.44		

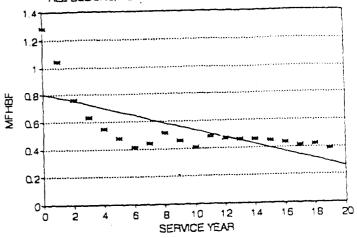
E-2C TREND UNE BASED ON MAINTENANCE HOURS PER FLIGHT HOUR

SVCY	DMHVFH	PREDICT		
0	5.21	6.55	Regression Output:	
1	6.32	8.96	Constant	8.554631
2	8.21	9.37	Stat Err of Y Est	1.713017
3	9.35	9.78	R Squared	0.878672
4	10.86	10.18	No. of Observations	50.
5	12.76	10.50	Degrees of Freedom	18
6	14.00	11.00		
7	13.30	11.41	X Coefficient(s) 0.407713	
8	12.42	11.82	Std Err of Coef. 0.086426	
9	14.00	12.22		
10	14.61	12.63	CHANGE FACTOR:	0.929
11	12.95	13.04	% CHANGE OVER 10 YPB:	0.477
12	12.78	13.45	% CHANGE/YR:	0.048
13	13.92	13.65	BLOPE (- DECREASE):	-0.408
14	15.53	14.26		
15	14.09	14.67		
16	14.21	15.06		
17	14.80	15.40		
16	14.30	15.00		
19	14.95	16.30		
50		18,71		

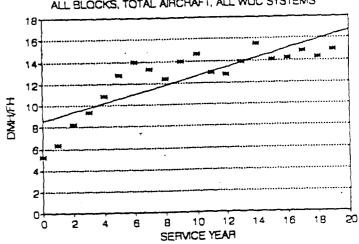
E-2C TRIEND LINE BASIED ON MAINTENANCE HOURS PER VERIFIED FAILURE

			•	
SVC Y	CHIPVYF	PREDICT		
0	6.66	6.26	Pegression Output:	
1	6.59	6.25	Constant	6.258649
2	6.25	6.25	Stat Err of Y Est	0.342834
3	5.89	6.24	R Squered	0.00013
4	5.98	6.24	No. of Observations	20
5	8.07	8.23	Degrees of Freedom	16
8	5.90	6.23		
7	5.87	8.22	X Coefficient(N)0.00841	
6	6.36	6.22	Std Err of Cost. 0,013295	
9	6.42	6.21		
10	5.97	6.20	CHANGE FACTOR:	0.622
11	6.32	8.20	% CHANGE OVER 10 YRS:	-0.009
12	6.00		% CHANGE/YR:	-0.001
13	6 40	0.19	BLOPE (- DECREASE):	0.005
14	7 13	6,16		
15	6.36	6,16		
16	5.18	6,17		
17	6.07	6.17		
16	5 93	9.16		
19	5 83	5 15		
n		5 15		

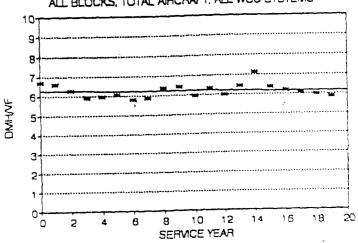
E-2C MEAN FLIGHT HOURS PER FAILURE TREND ALL BLOCKS, TOTAL ARCRAFT, ALL WUC SYSTEMS



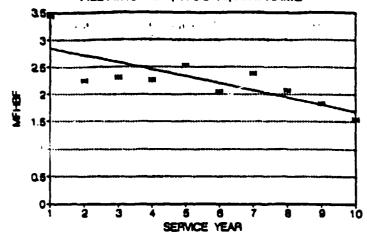
E-2C MAINTENANCE HOURS PER FLIGHT HOUR TREND ALL BLOCKS, TOTAL AIRCRAFT, ALL WUC SYSTEMS



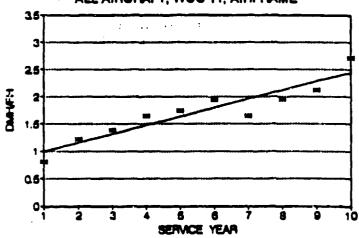
E-2C MAINTENANCE HOURS PER FAILURE TREND ALL BLOCKS, TOTAL AIRCRAFT, ALL WUC SYSTEMS



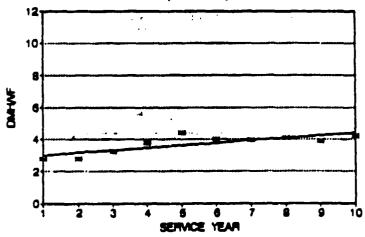
H-63E MEAN FLIGHT HOUR PER FAILURE TREND ALL AIRCRAFT, WUC 11, AIRFRAME



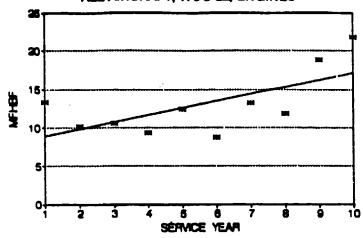
H-63E MAINTENANCE HOURS PER FLIGHT HOUR TREND ALL AIRCRAFT, WUC 11, AIRFRAME



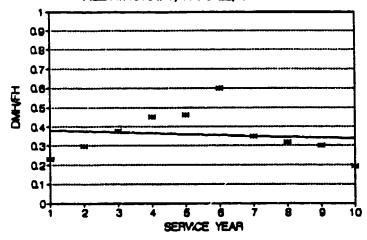
H-63E MAINTENANCE HOURS PER FAILURE TREND ALL AIRCRAFT, WUC 11, AIRFRAME



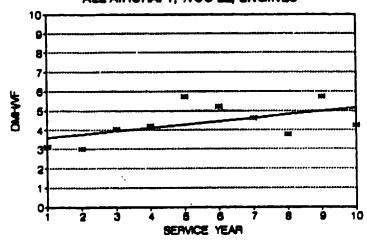
H-53E MEAN FLIGHT HOUR PER FAILURE TREND ALL AIRCRAFT, WUC 22, ENGINES



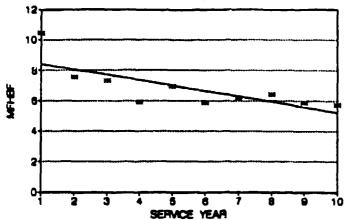
H-63E MAINTENANCE HOURS PER FLIGHT HOUR TREND ALL AIRCRAFT, WUC 22, ENGINES



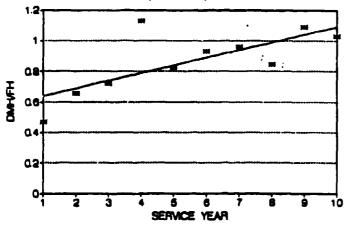
H-53E MAINTENANCE HOURS PER FAILURE TREND ALL AIRCRAFT, WUC 22, ENGINES



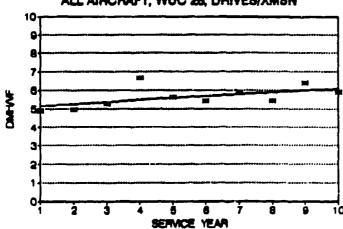




H-53E MAINTENANCE HOURS PER FLIGHT HOUR TREND ALL AIRCRAFT, WUC 28, DRIVES/XMSN

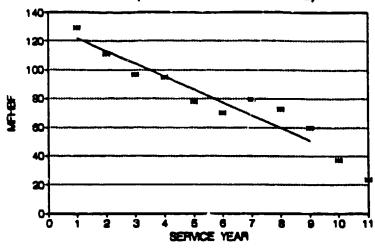


H-63E MAINTENANCE HOURS PER FAILURE TREND ALL AIRCRAFT, WUC 26, DRIVES/XMSN

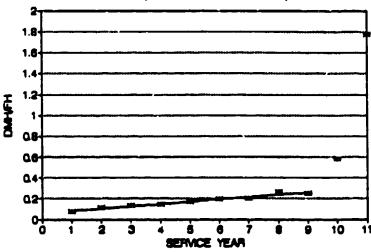


COMPARISON CHARTS SHOWING AGE RELATED TRENDS WORK UNIT CODE 57 (INGEGRATED GUIDANCE)

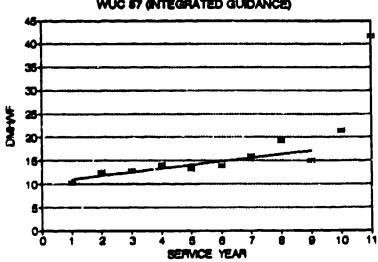
F/A-18A/B MEAN FLIGHT HOUR PER FAILURE TREND WUC 57 (INTEGRATED GUIDANCE)



F/A-18A/B MAINTENANCE HOURS PER FLIGHT HOUR TREND WUC 87 (INTEGRATED GUIDANCE)

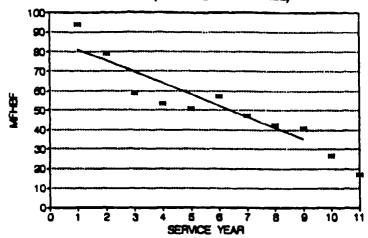


F/A-1 8A/8 MAINTENANCE HOURS PER FALURE TRE'-LO WUC 57 (INTEGRATED GUIDANCE)

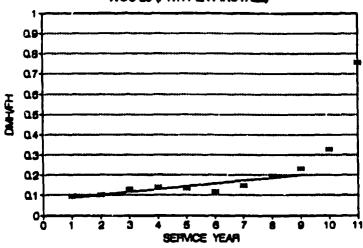


COMPARISON CHARTS SHOWING AGE RELATED TRENDS WORK UNIT CODE 29 (POWER PLANT INSTALL)

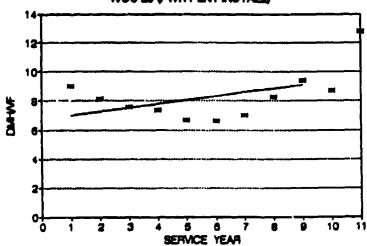
F/A-18A/B MEAN FLIGHT HOUR PER FAILURE TREND WUC 29 (PWR PLNT INSTALL)



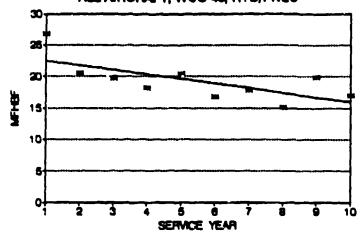
F/A-18A/8 MAINTENANCE HOURS PER FLIGHT HOUR TREND WUC 29 (PWR PLNT INSTALL)



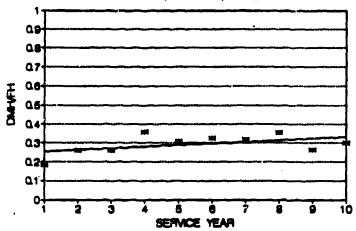
F/A-1 8A/B MAINTENANCE HOURS PER FAILURE TREND WUC 29 (PWR PLNT INSTALL)



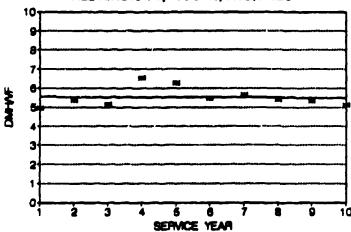
H-63E MEAN FLIGHT HOUR PER FAILURE TREND ALL AIRCRAFT, WUC 45, HYD/PNEU



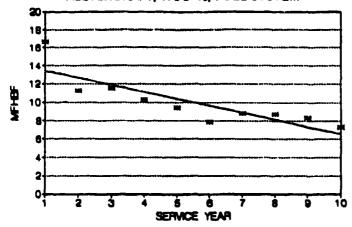
H-63E MAINTENANCE HOURS PER FLIGHT HOUR TREND ALL AIRCRAFT, WUC 46, HYD/PNEU



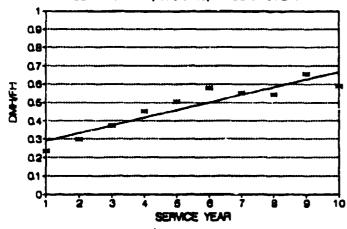
H-53E MAINTENANCE HOURS PER FAILURE TREND ALL AIRCRAFT, WUC 45, HYD/PNEU



H-63E MEAN FLIGHT HOUR PER FAILURE TREND ALL AIRCRAFT, WUC 46, FUEL SYSTEM



H-53E MAINTENANCE HOURS PER FLIGHT HOUR TREND ALL AIRCRAFT, WUC 48, FUEL SYSTEM



H-63E MAINTENANCE HOURS PER FAILURE TREND ALL AIRCRAFT, WUC 46, FUEL SYSTEM

